New York City Transit Authority

Graphics Standards Manual

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New York City Transit Authority

Pentagram

Graphics Standards Manual

Designed by Unimark International / New York 1970

Contents

The graphics standards in this manual are the culmination of an extensive design program intended to develop a coordinated and effective rapid-transit signage system. Standards of identification, directional–informational signage, maps and color are devised to orient people within the subway environment. The basic system of presenting information and direction to the rider is illustrated on page 2 'The Information Tree'. The passenger will be given the information or direction only at the point of decision. Never before. Never after. He will encounter three basic categories of signs:

Identification
All major signs that identify the name of the station

Directional
All signs which lead the passenger from the street, through the station, to the train, or vice versa

Information
All signs indicating general information about schedules and tracks, plus information about facilities not directly related to transportation e.g. public telephones, rest rooms, etc.

For all three categories a specific type size and modular signplate are devised to build up a visual recurrency.
This program will eliminate visual clutter, and information that is often misleading or unnecessarily repetitious. The Manual of Standards will be the sole reference for all signage. It will be used as a reference in conjunction with architects' station plans and contractors' working drawings; therefore, all involved in sign work must familiarize themselves with its contents.

The New York subway, by its very nature, is full of environmental differences. These will occasionally require modification in the standards. It is vital that all deviations from the Manual of Standards be referred to the N.Y.C.T.A. Signs Committee for consideration so that any digression from the recommended norm will be done with the greatest discretion. Since this comprehensive and improved signage program requires consistency, there must be no overlapping of old and new signs. All signs erected previous to this program should be removed.
Whenever new graphics standards are developed or existing standards are revised, new manual pages will be issued.

Diagram of the Information Tree

This diagram explains the sequence of information to the subway rider. It is a branching system that will lead him to his destination as directly as possible. The basic concept of this branching system is that the subway rider should be given only information at the point of decision. Never before. Never after.

Diagram of Basic Sign Distribution

1. Street level: station name, direction, color–coded line identification discs.

2. Maps: System map, neighborhood map, 'How to get there' map.

3. Direction signs, branching traffic flow to track levels and exit.

4. Direction sign branching traffic to left and right.

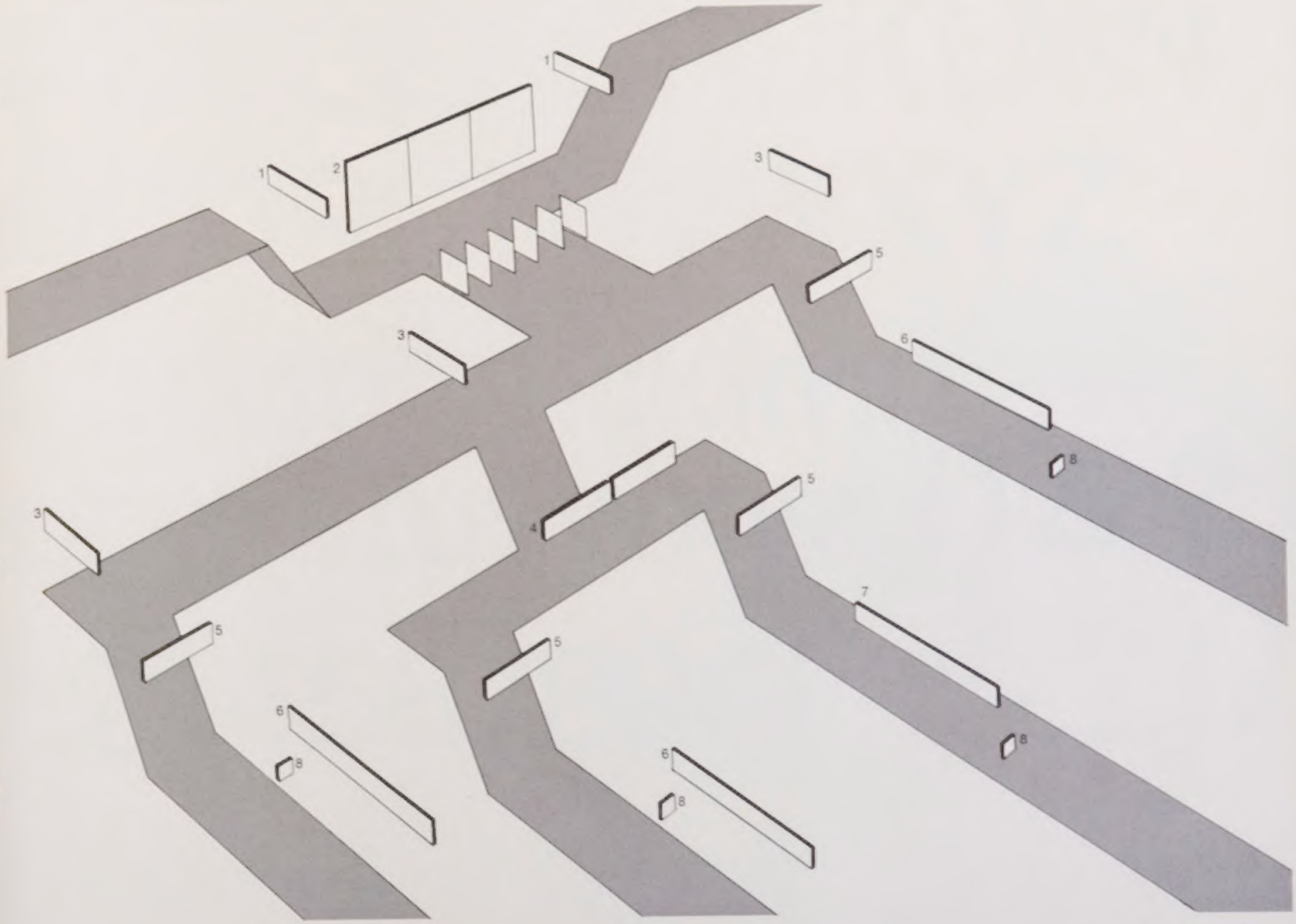
5. Exit/Transfer sign

6. Train information signs: direction, discs and schedules relating to trains passing on that track.

7. Station Identification.

8. Station Identification on the columns (abbreviated).

Note: Wherever a message appears only on one side of the sign, the structure is similar to a double-sided sign. The color is white.



Type face

It is vital that all signs be read easily and understood quickly. This demands the consistent use of a distinctive type face throughout the entire system.

Research has shown that the most 'appropriate' type face for this purpose is a regular sans serif. Of the various weights of sans serif available, Standard Medium has been found to offer the easiest legibility from any angle, whether the passenger is standing, walking or riding.

The specific size type to be used will vary according to the three basic sign categories:*
1. For Station Identification, Exit and Transfer signs the largest type face, X height 9"
2. For Direction signs, X height 4¼"
3. For Information Signs, X height 1⅜"

Tables showing the alphabet follow below:

*Note: X height has been used as a point of reference and represents the height of upper case X in the Standard Medium alphabet.

ABCDEFGHIJKLMN
OPQRSTUVWXYZ

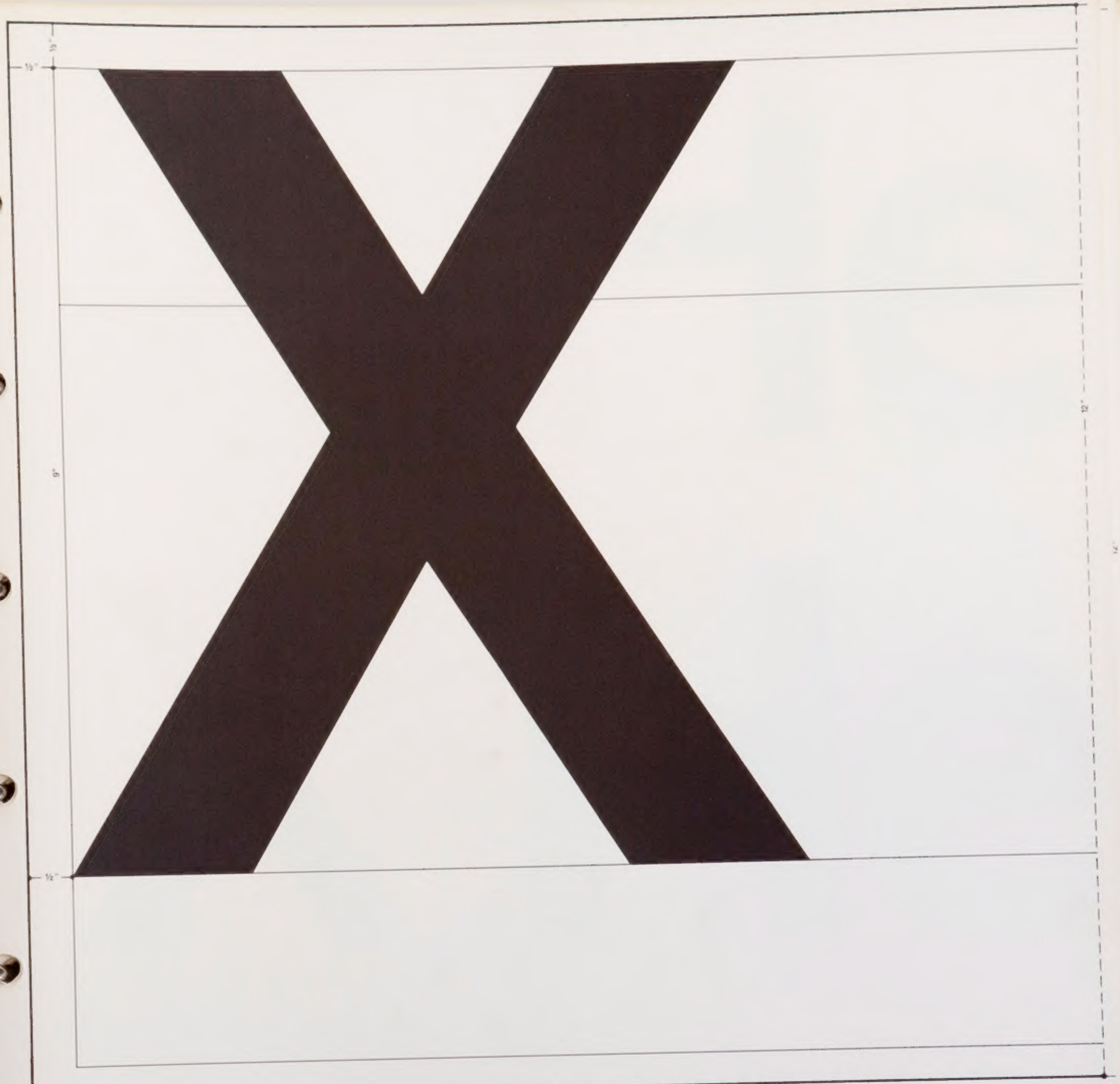
abcdefghijklmn
opqrstuvwxyz () & ? !

1234567890 .,:;-—‘’/

Type sizes and leading

The rules for leading will have application to all Directional and Informational signs. Research has shown that the former should have no more than two lines of text and the latter no more than six.
The grid will indicate the proportions to be observed in setting lines of text. Upper case X height has been used as a point of reference. Again, in those exceptional circumstances where reduction of size is obligatory, all leading between lines must be reduced proportionately. There must be no inconsistency in leading in any given sign.

The diagram indicates the position of type and the number of lines which may be standardized on a 1' module.



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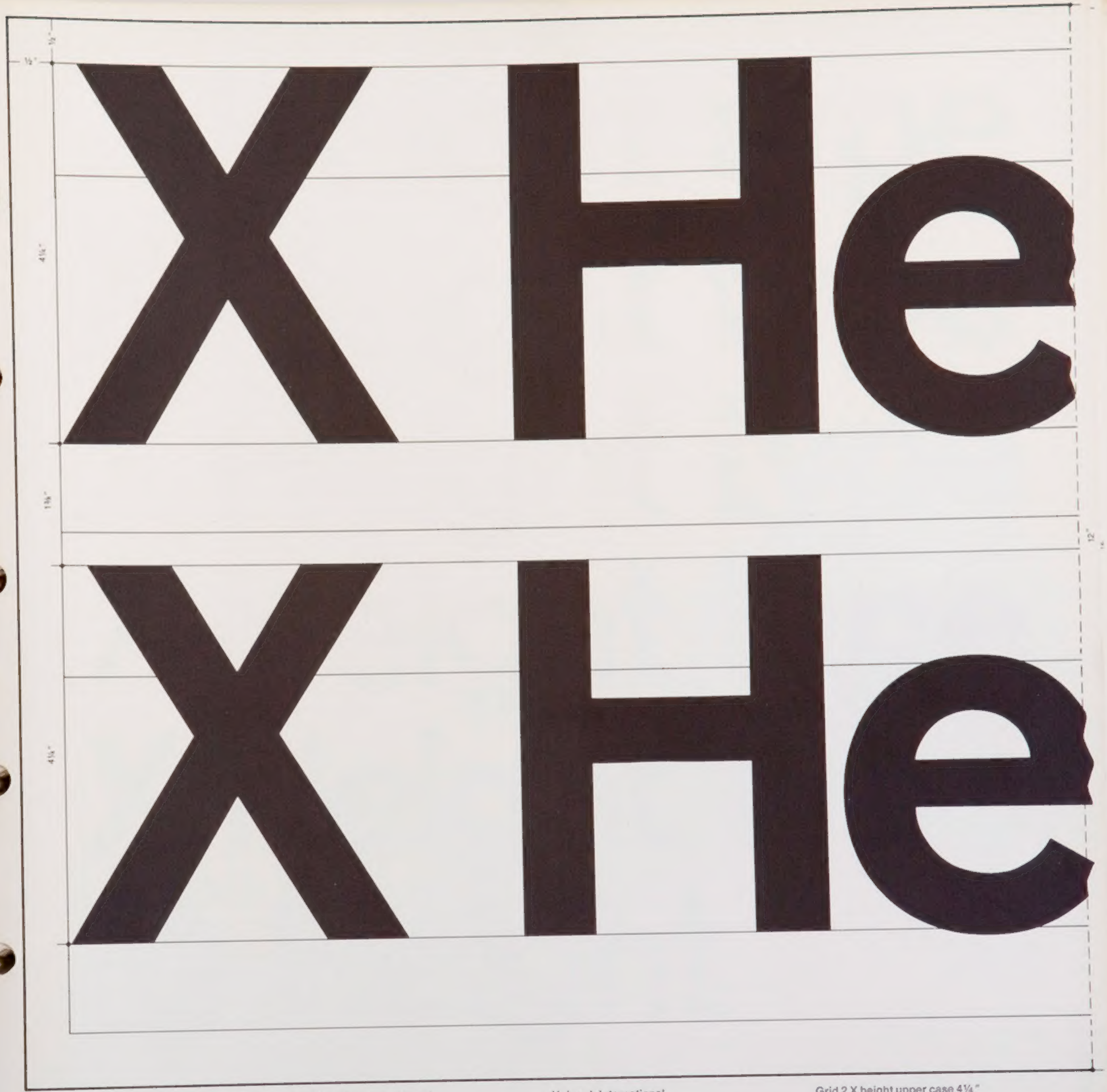
Grid 3 X height upper case 9"
Page 6


X He
X He

X Height type

X Height type

X Height type

X Height type

X Height type

EE Height

odvepnlry

1 1 -1 2 2 3 3 0

Uptown

3 0 0 -1 1

Broadway

2 0 1 2 1 -1 -1

	asg	bhi kl	cde oq	ft	j	mn pr.,	u	vwy	x	z		1	2	3?	4	5	689 0¢	7
ahmn	2	3	2	1	0	3	3	-1	1	2	1	1	1	1	1	2	2	1
bceops	1	2	1	0	-1	2	2	-1	-1	0	2	1	1	0	-3	0	0	-1
fr	0	2	0	1	-2	2	2	0	0	0	38$	0	0	1	1	1	1	-1
kx	-1	1	-2	1	0	1	1	0	0	1	4	-3	-1	1	1	1	1	-3
tz	1	2	0	1	0	2	2	1	1	2	5	-1	0	1	1	1	1	0
vwy p	-1	1	-1	1	-3	1	1	0	-1	0	6	1	0	1	1	1	1	0
AKLX	0	1	-1	-2	0	1	0	-4	0	1	7	0	-1	-1	-6	-3	-1	1
BCDOS	1	2	1	1	-1	2	2	-1	0	0	90	1	1	1	1	0	1	-1
E	1	2	0	-1	0	2	1	-2	0	1								
F	-3	2	-2	-1	-2	-1	-1	-2	-3	-3								
GHIJMNU dgijlqu:;!	2	3	2	2	0	3	3	1	1	2								
QR	0	1	-1	0	0	1	0	-1	0	1								
TY	-5	1	-5	-1	-3	-4	-4	-4	-5	-5								
VW	-3	1	-3	0	-3	-1	-1	-2	-3	-3								
Z	1	2	0	0	0	2	1	0	0	2								

Color coding

To distinguish each line the subway map designates an eight-color code with different letters or numbers These will be used on all direction signage as well as on the train itself The numbers and letters will appear in white on colored discs. The discs will always be arranged in alphabetical order, left to right They will be followed by the numbers in numerical order

For reproduction purposes master discs are shown full scale in black and white on pages 12 through 45. They should be the only source of reference and used for any reproduction method at all times However, on those few occasions when environmental circumstances demand a reduction in their sizes this must only be done photographically and by no other method

The following sample color swatches should be matched by the suppliers for the color codification of lines. They should be the only reference for color standards, whatever reproduction method is used

Each of the following swatch tables, on pages 46 through 54, indicates the particular color coding to be used for each line.

Color coding 11" discs

Page 12-37

Color coding 5½" discs

Page 38-44
Reproduction sheets for 5½" (½ size) line identification discs. This size should only be used when more than four lines are listed on street level railings

Color Coding 1 1/16" discs

Page 45
Reproduction sheet for 1 1/16" line identification discs.
This size should be used in time schedules on train information signs


1


4


5


6


8

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Color coding 11 discs
PMS 300 blue
Page 20


B

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Color coding 11" discs
PMS 300 blue
Page 30


N

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Corporate colors
PMS 185 red
Page 34


RR


SS


1


2


3


4


5


6


7


8


A


AA


B


CC


D


E


EE


F


GG


HH


KK


LL

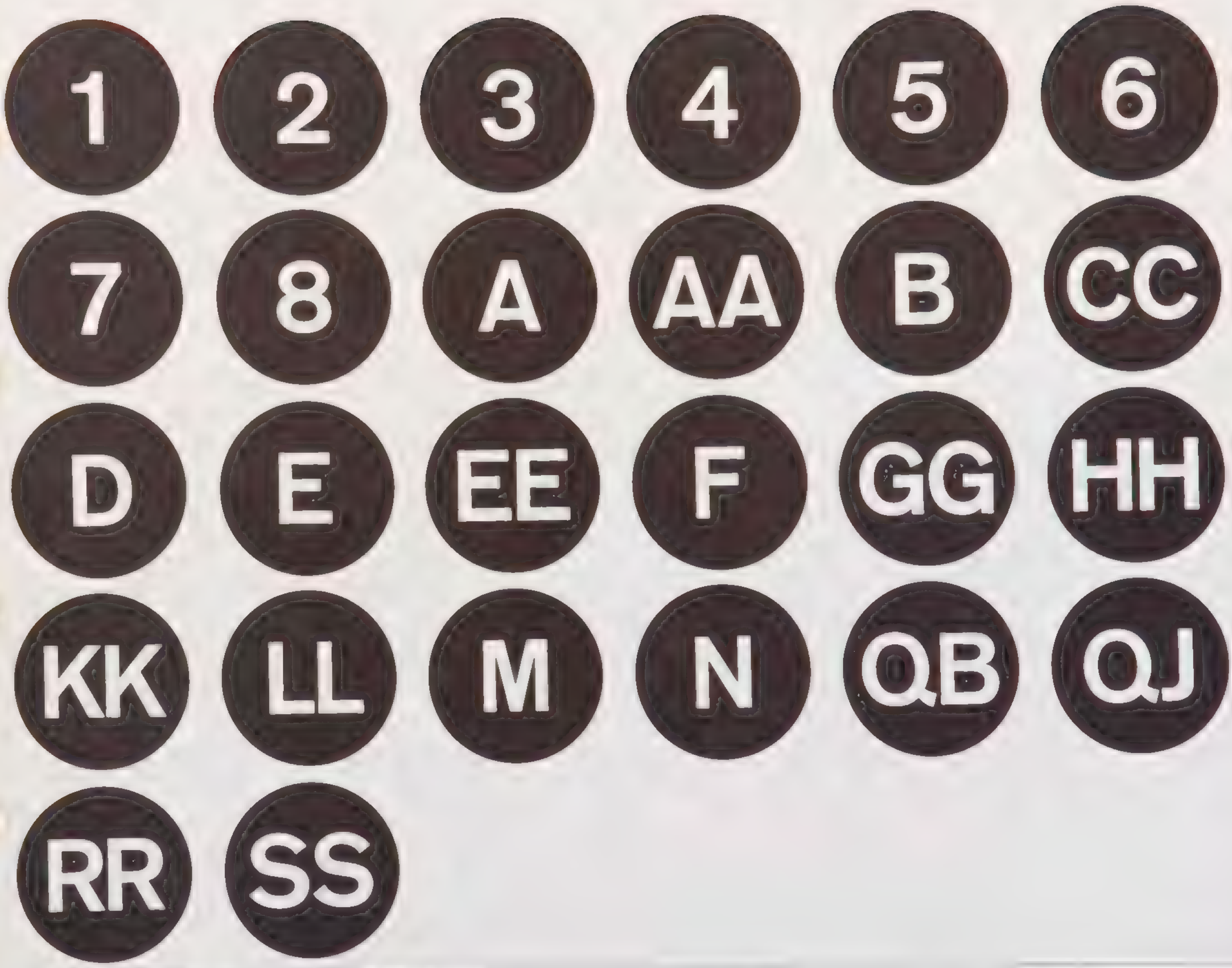

M


N


QB


QJ


RR
SS


1
2
3
4
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A
AA
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CC
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M
N
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SS

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Color Coding Swatches
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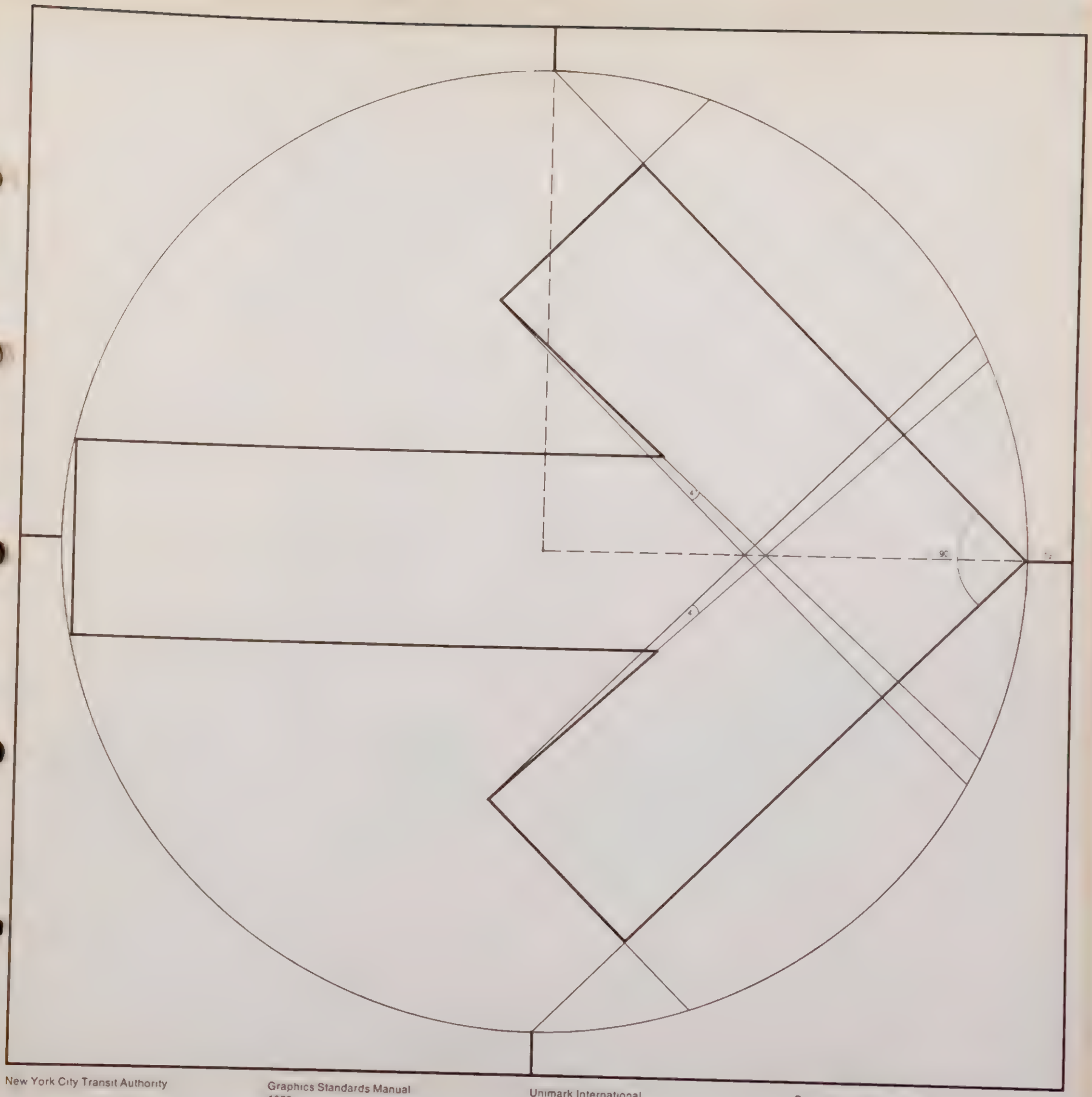

90°

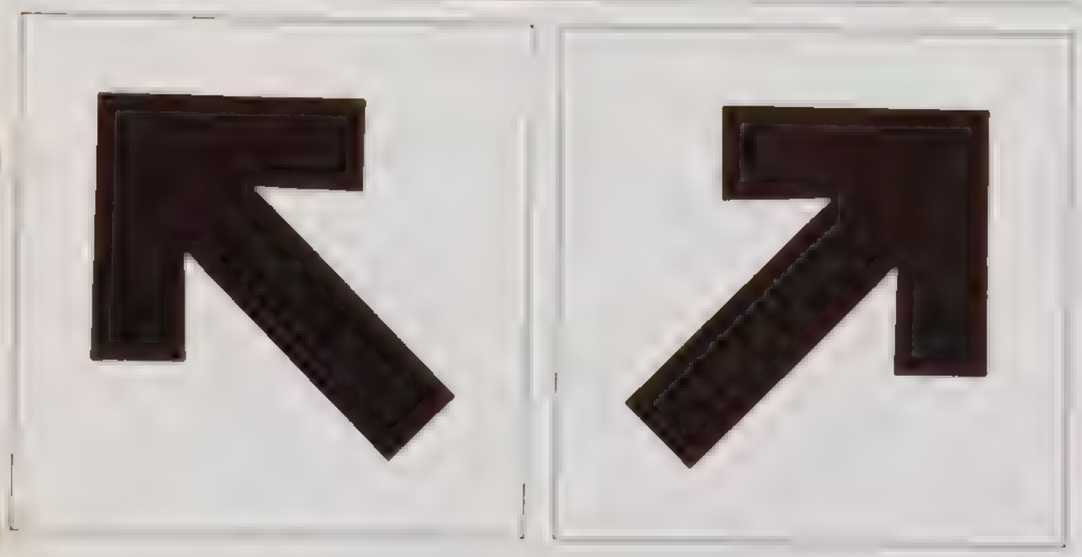
Use of the Arrow

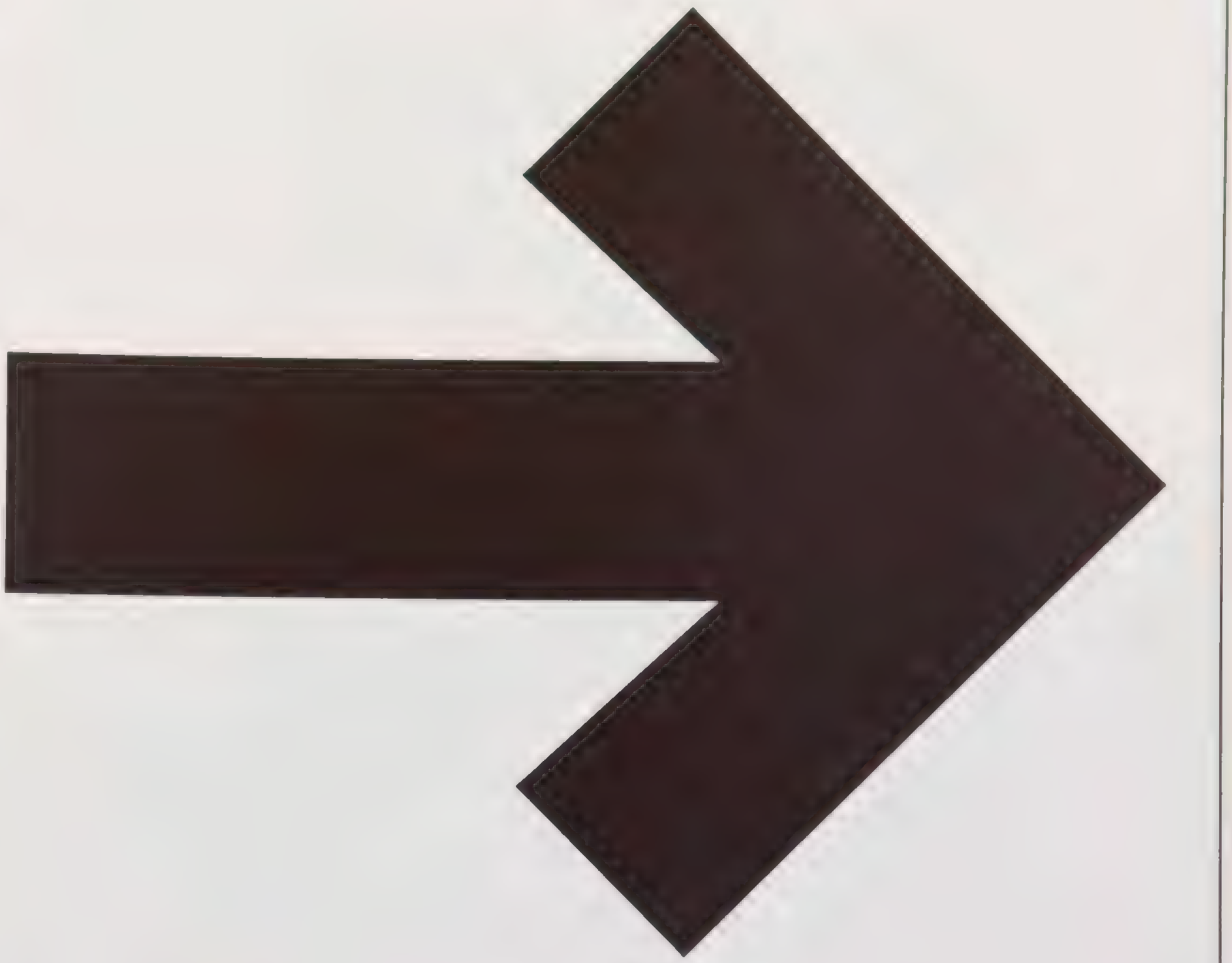
The structure of the arrow allows for its rotation in six different directions depending on how the passenger is being directed through the station

To indicate movement through the station
Left Straight ahead Center Right
To determine and preselect traffic flow
Bear left Bear right

The arrows on pages 55-58 should be the only source used for reference or reproduction However on those few occasions when environmental circumstances demand a reduction in the size this must only be done photographically and by no other method

Note The arrow does not always indicate up or down direction





Examples and combinations of the Arrow, directional information and color coded identification

1 Situation directing left to all trains

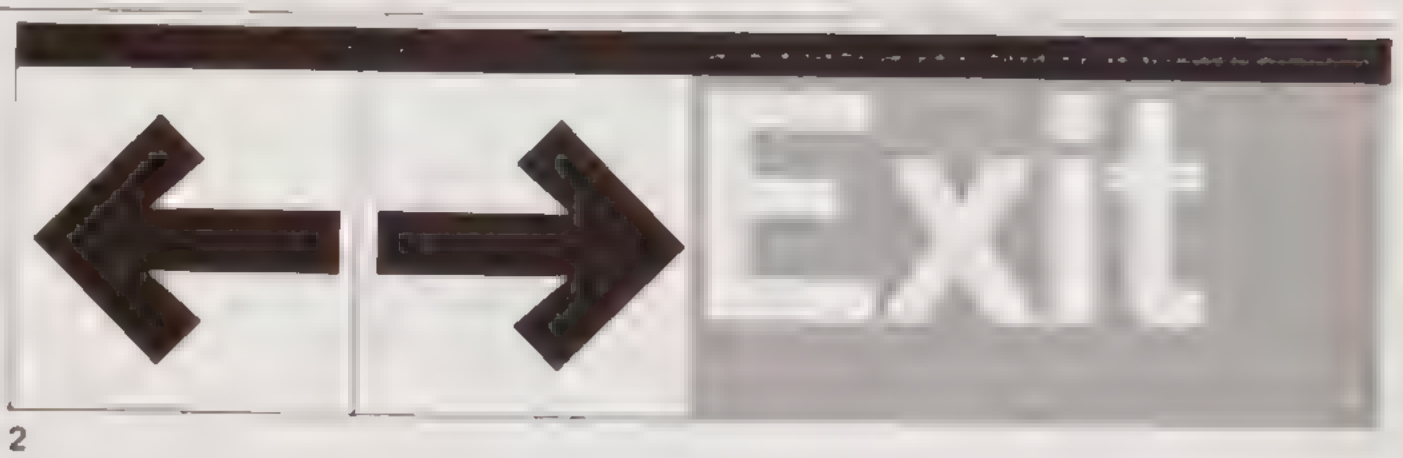
2 Directional situation where the exit is to the left as well as to the right

3 Situation preselecting the flow pattern to avoid traffic jam

4 Situation at corridor intersection, e.g. straight ahead for lines EE N QB RR. For line 2 branch to the right

Note: When there is a change of direction indicated on the same sign to avoid confusion there should be a blank module 1 x 1 to separate the two directions (see 4)

1



2

3

4

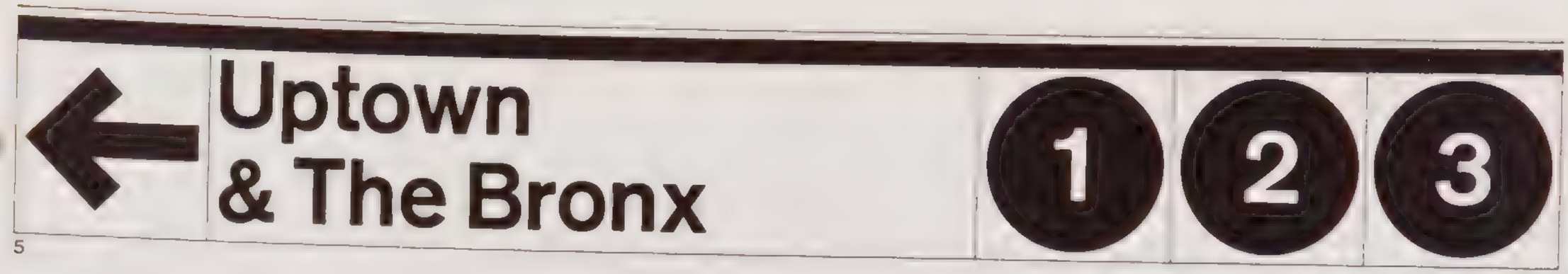
Examples and combinations of the Arrow, directional information and the color coded identification

5 Sign indicating to turn left for train 1, 2, 3 going uptown and the Bronx

6 A situation where steps lead down to all trains

7 A sign indicating direction bearing right used to preselect traffic flow to SS line on track 3

8 Various situations showing how not to use the arrow(s) at any time or in any place in the subway signage system



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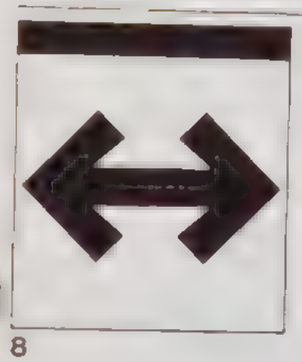

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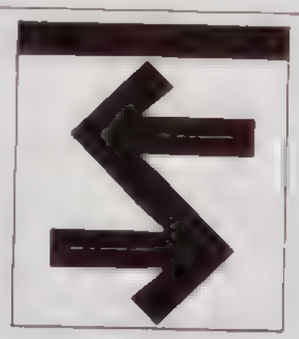
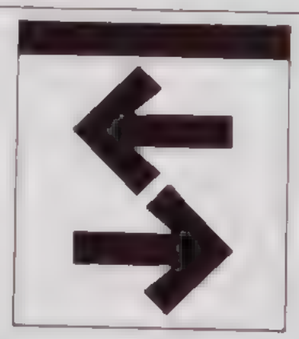




Sign plate modulation

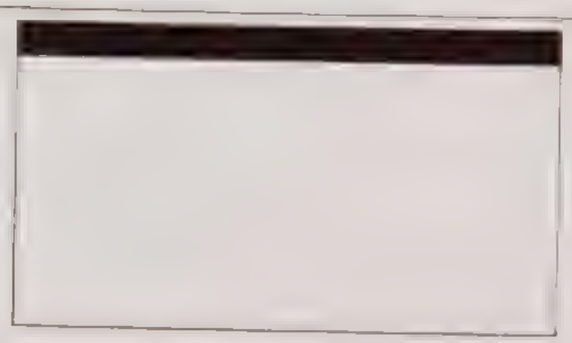
To avoid the visual clutter of sign plates of unrelated size, a modular system has been devised in four dimensions (1, 2, 4 and 8 feet by 1 foot high)

This system will standardize the economics of production and maintenance. It also provides a system of visual recurrency to enhance the perception of the message. In writing the text for a given sign, the modular elements will be assembled according to the nature of the message to be covered

Note: The structure of architectural details should be designed to accommodate this modular sign plate concept. It is the policy to discourage deviations caused by structural or non-structural details. However, when deviations cannot be avoided, it is imperative that the N.Y.C.T.A. Signs Committee be contacted for approval of them.

The 1⅛" black band at the top of the panel represents a structural device to which the panels are fastened. Whenever the panel requires a different structure, the black band should be part of the graphics on the sign

Line identification numbers, letters, arrows and mandatory messages, 1' x 1



Informational signage 2' x 1

Directional signage 4' x 1

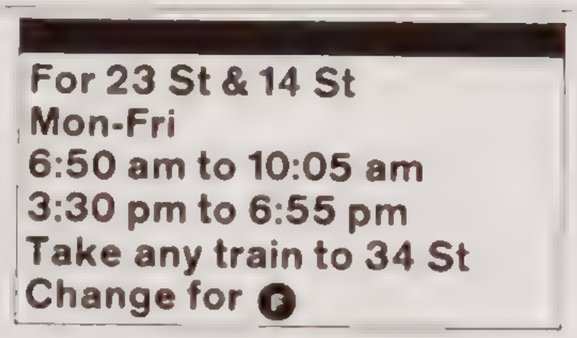
Identification signage 8' x 1'

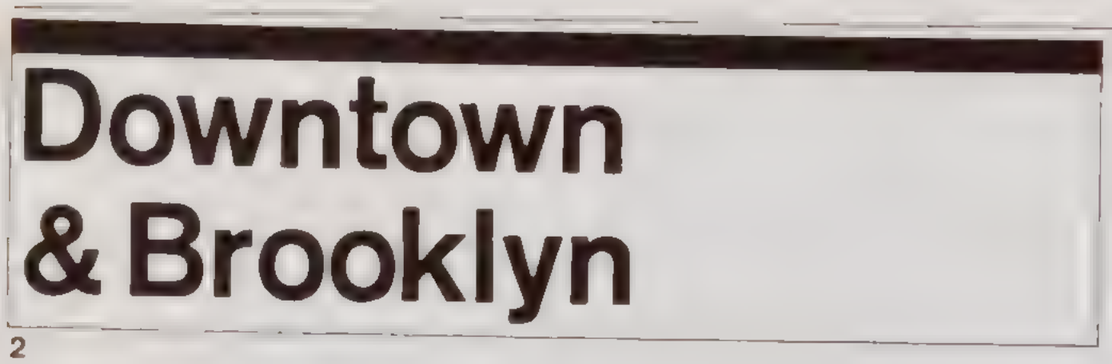
Examples of Sign plate modulation

The following examples show the basic categories of signs. All the text for identification Direction and Information signage will appear in Black on a white background. Discs will always be colored with white numerals or letters. Directional arrows will be black on a white background.

To avoid visual confusion and clutter only the standard sign plates should be used for each category of sign. Any other device like painting on tiles walls light fixtures etc. is a violation of the standards.

1





2

3

Special conditions of station identification signage

We have established that the 8 x 1 plate will be used for all identification signage. However, as there is considerable variation in the length of station names, this 8 x 1 standard may occasionally be modified.

Two other sizes of plate 4 x 1 and 6 x 1 may be used for names which fit these dimensions.

Examples follow below.

4

5

6

Criteria and examples of Exit and Transfer signage

To insure that these signs are especially noticeable, they are positioned at right angles [illegible] and PMS Warm Red for [illegible] PMS 109 for transfer. [illegible] warrants the [illegible] Transfer [illegible]

Note: It is vital that the Exit sign on the platform be positioned in close contact to the stairs [illegible]

To [illegible]

The [illegible]

Station Identification

Position: Attached to the structural column on the side facing the side at right angles to the track.

Size: 1' x 1' (varies). When the width of the column varies, the square shape, the margins and the size of type should be maintained.

Page 66 depicts a typical identification sign of a numbered station.

Page 67 depicts a typical identification sign of a numbered station and special track information, to alternate every 3 columns (average 45 feet).

Page 68 depicts a typical identification sign of a station that is numbered and 'Named'. (A landmark or institution used as orientation point by many subway riders.)

Page 69 depicts a typical identification sign of a 'named' station.

125

125

Track 3

81

Museum of Natural History

Broadway
Nassau

Directional Signs on platforms

Illustration A depicts a typical train information sign on the platform parallel to the track.

The sequence of information is:
1 directional train 1 x 4 module
2 destination list for identification 1 x 4 module
3 schedule 1 x 2 module

The maximum height between the platform and the bottom of the sign is 76" except for train information signs at stations in which case the maximum is determined by reference to vertical clearance diagrams as shown on page 71. The ideal height is 6'10" and the minimum is 6'8" where necessary.

Illustration B depicts a typical station identification sign attached to the column on the side facing the passenger train. The preferred dimensions are 1 x 1. However when the width of the column varies the sign's shape and the size of type should be manipulated.

It is important that the position and the design of the light fixtures ensure that each part of the sign is illuminated equally.

A

B

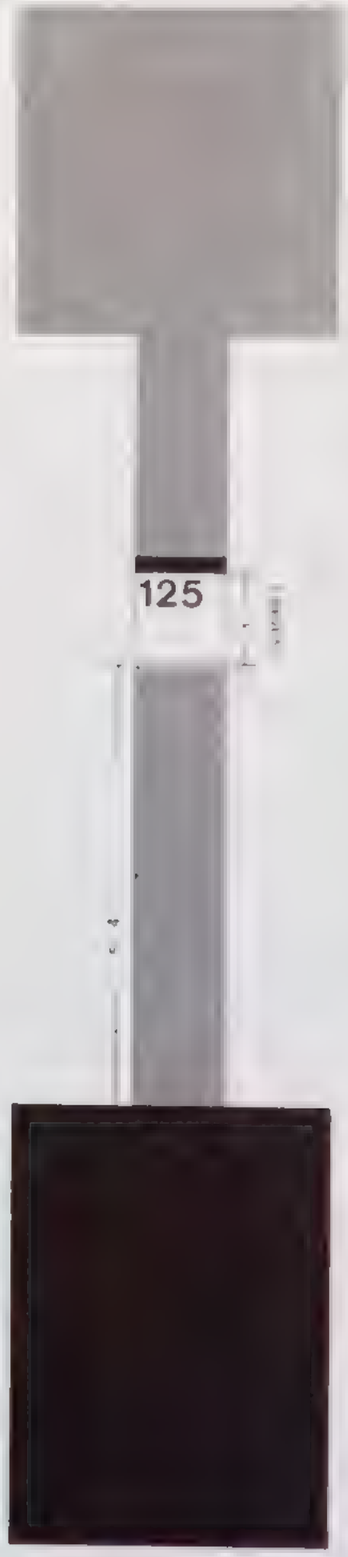


Diagram
Sign clearance and safety zone for conductors

Illustration A depicts a survey by N.Y.C.T.A. for conductor clearance concerning signs parallel to the platform and track. The survey was done at the Jay St -Boro Hall Station on 12 8 67

Conductor	Height Without Hat	With Hat
Mr. Weiss	6'5"	6'7¼"
Mr. Wilson	6'4"	6'6¾"

No. 1 Mr. Weiss R-10 car 'A' Train (N B.)
No. 2 Mr Wilson R-1 9 car 'A' Train (N B)
No. 3 Mr Wilson R-10 car 'A' Train (N B)
No. 4 Mr. Wilson R-1 9 car 'F' Train (N B)

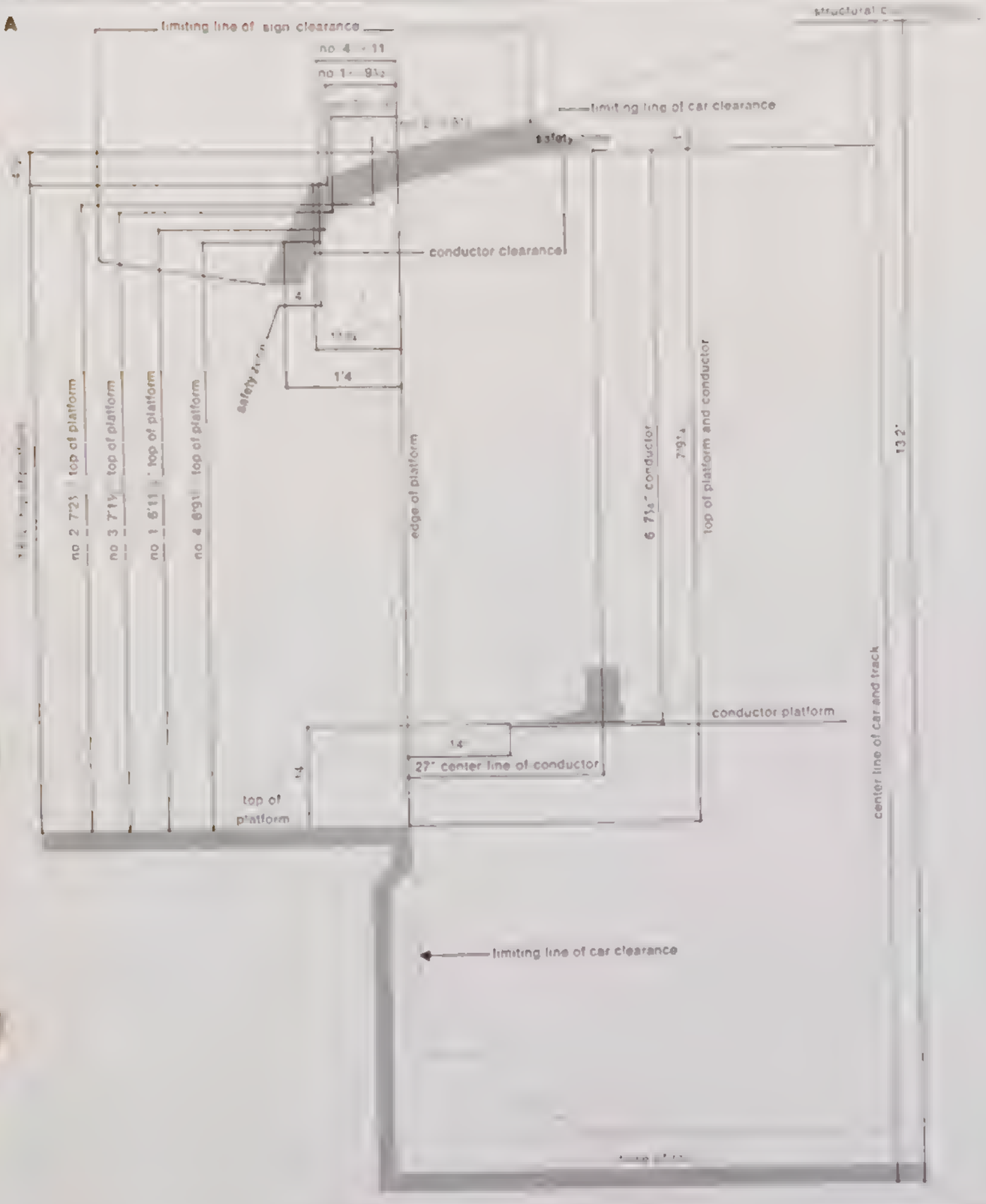
Vertical Dimension (Top of Platform to bottom of sign)	Horizontal Dimension (Edge of Platform to face of sign)
6'10"	19¾"
7'0"	18"
7'1"	17¾"
7'2"	16¾"
7'3"	16¼"
7'4"	[illegible]
7'5"	15¼"
7'6"	13¼"
7'7"	10¾"
7'8"	8"
[illegible]	6¾"
7'9½"	3"
8'0"	0"

Note: At 7'9½" height, the back of sign can be at platform edge.

Clearance for Division B Only
(This page is a copy of Drawing No MS-6984 B N. by the Maintenance of Way Department, Bureau of Track & Structure, of the New York City Transit Authority, date 12 12 67.)

Dimensions for signs
Station lighting not shown.

A



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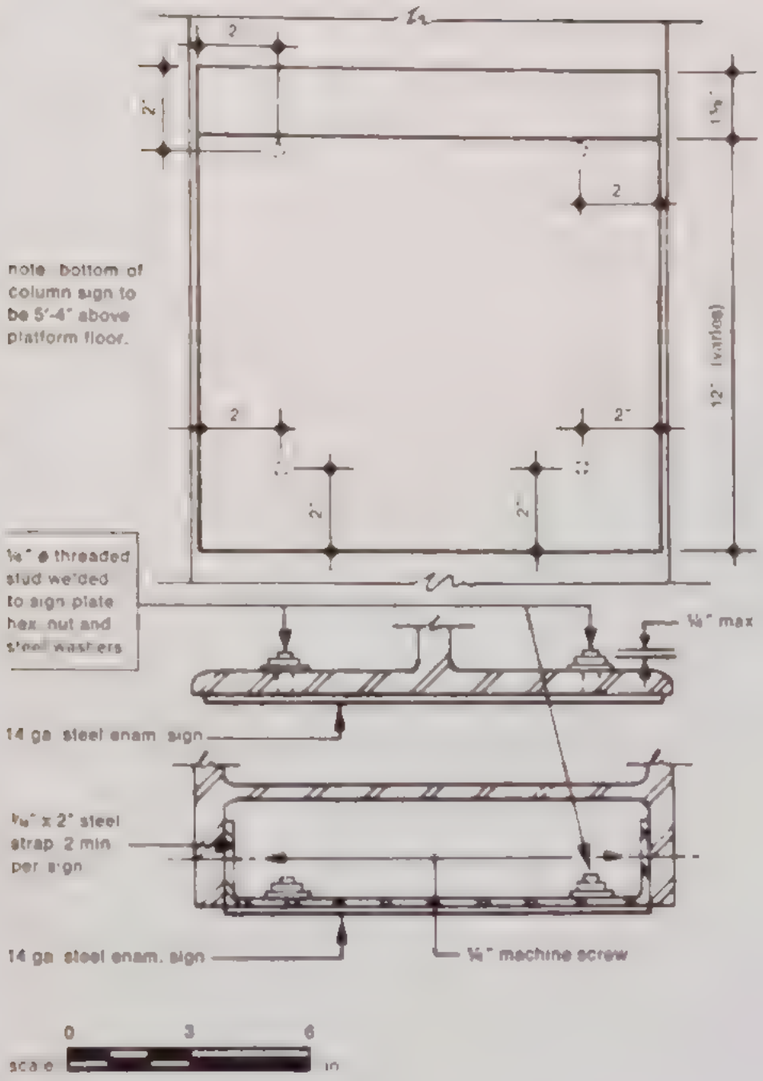
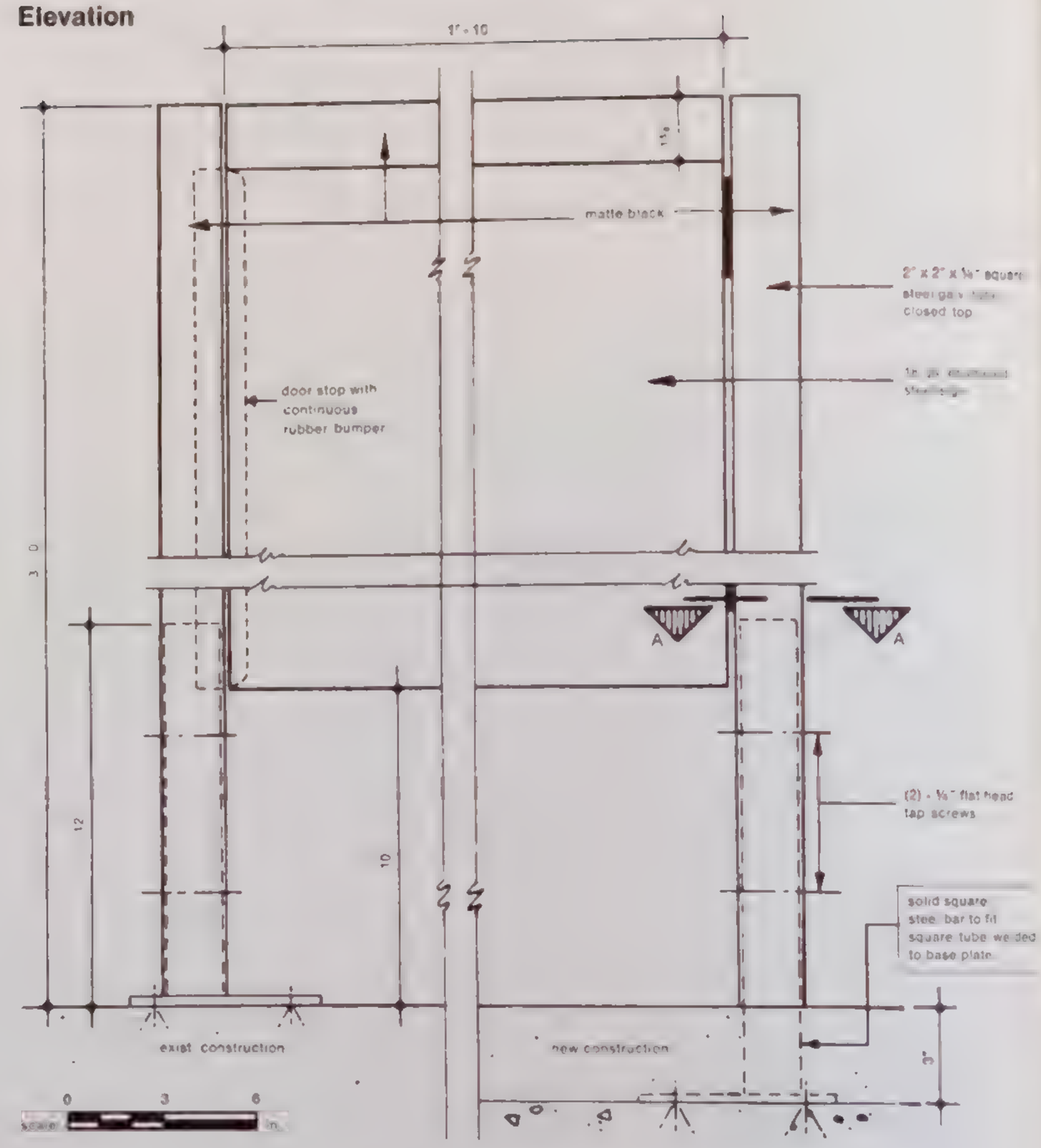
Type "A" Sign Details



Type "B" (Gate) Sign Details

Elevation



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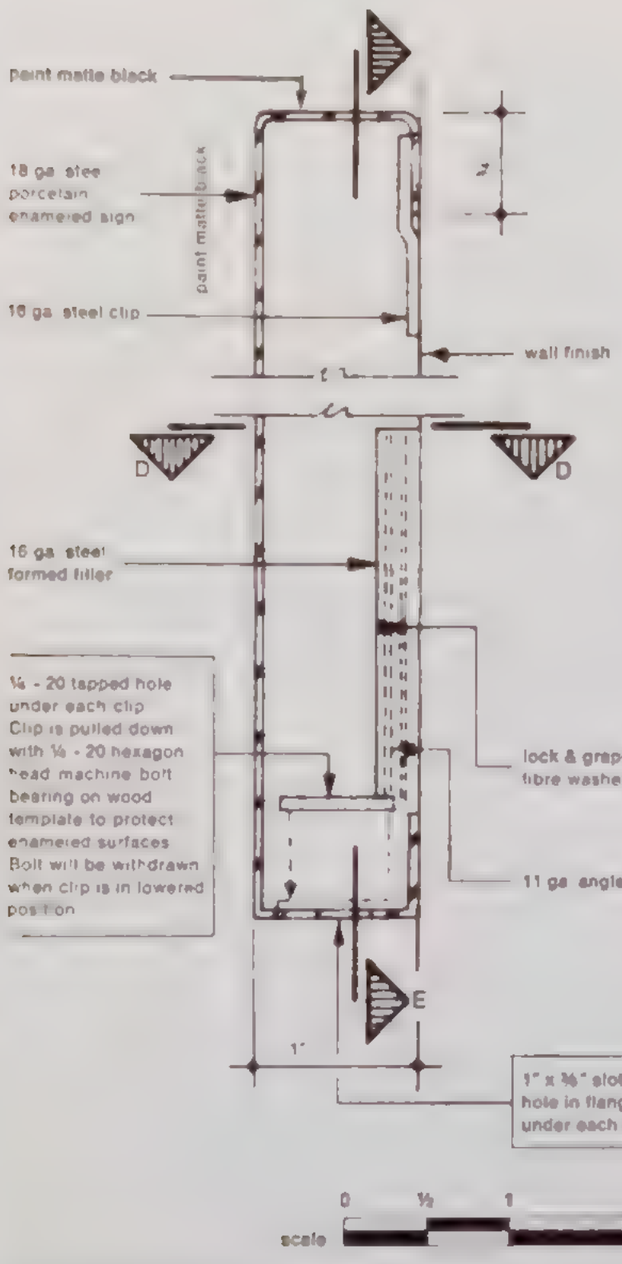
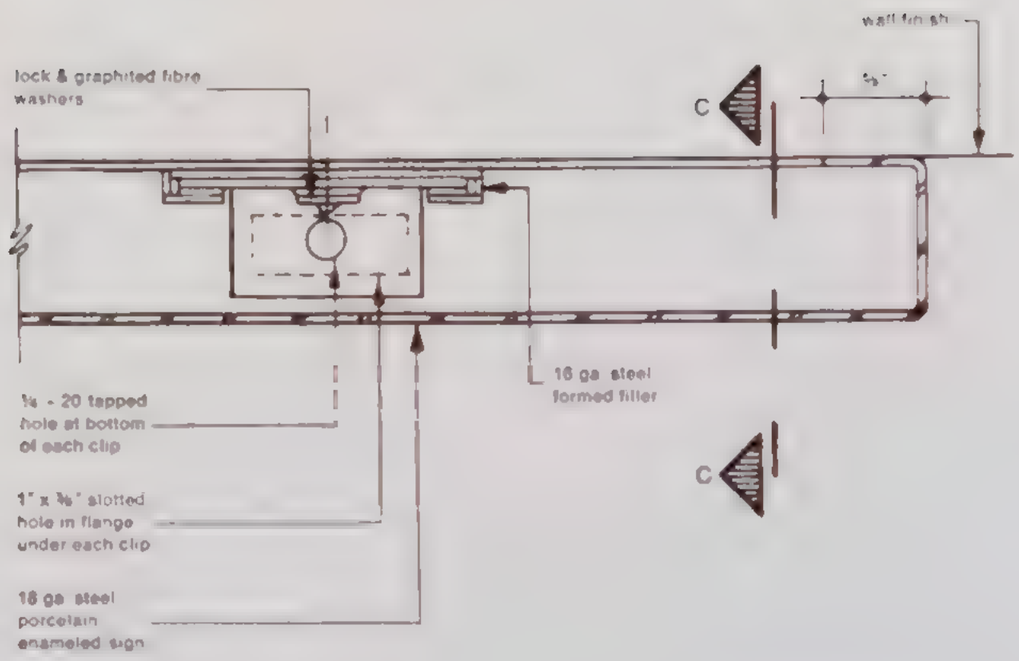
Type "C" Sign Details

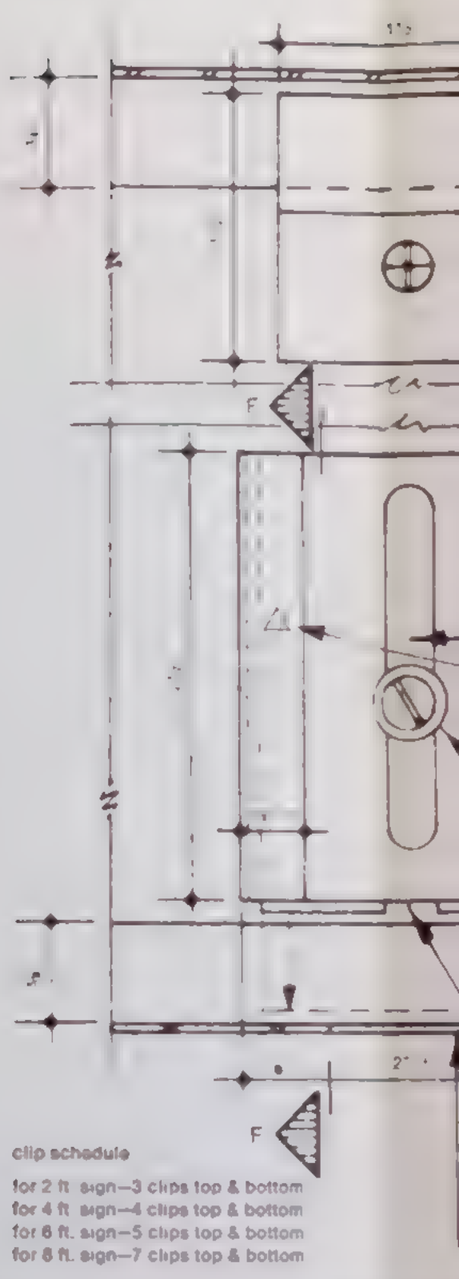
Section C • C



Section D • D



Section E • E



clip schedule

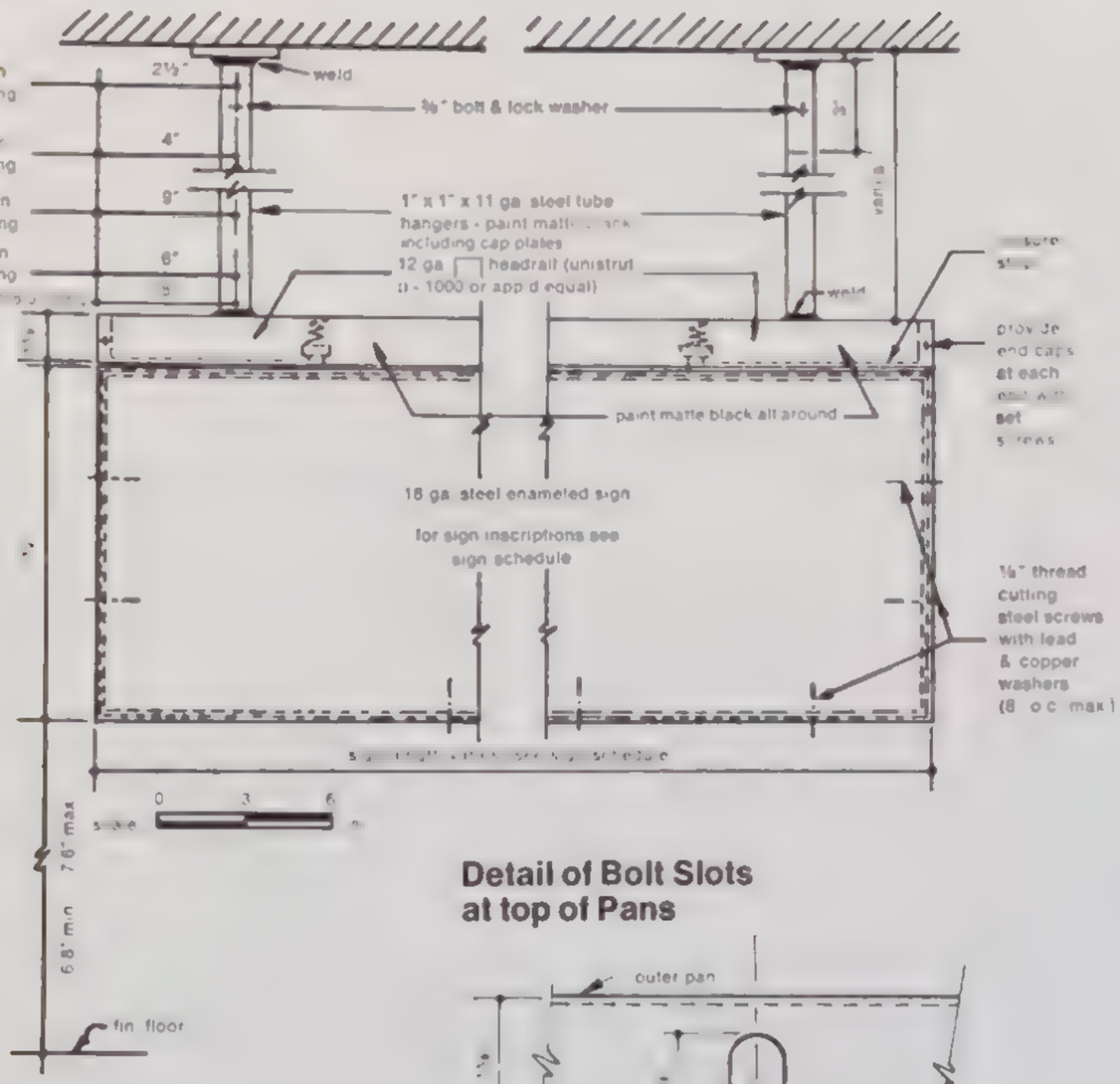
for 2 ft sign—3 clips top & bottom
for 4 ft sign—4 clips top & bottom
for 6 ft. sign—5 clips top & bottom
for 8 ft. sign—7 clips top & bottom

Methods of Fastening

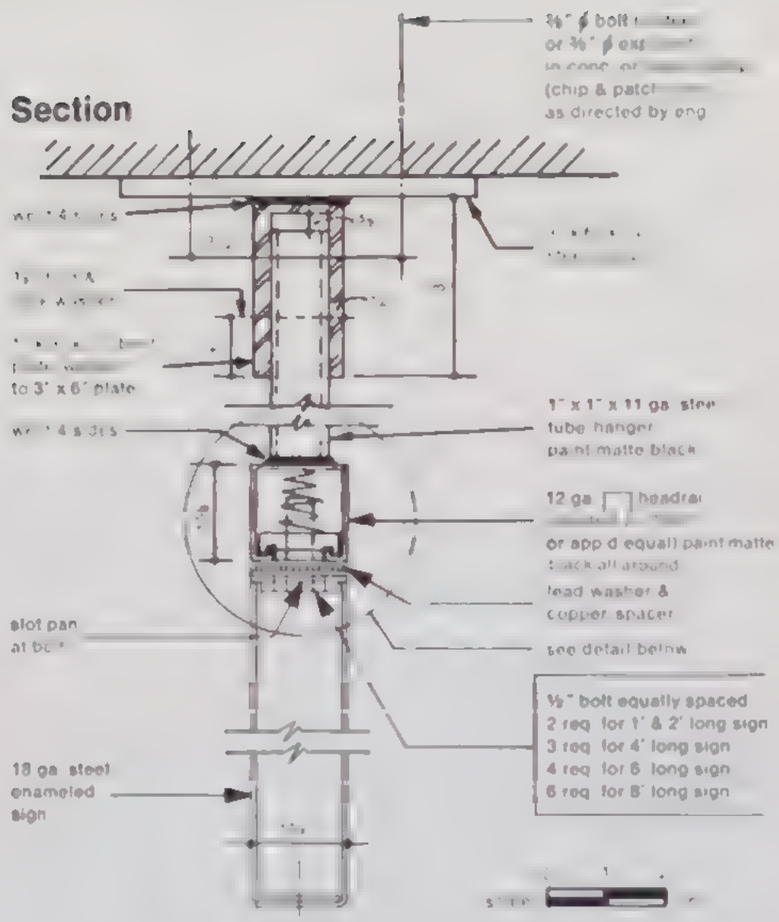
hollow tile	¼" toggle bolts
masonry	¼" bolt and expansion shield
wood	#12 round head wood screws
metal	¼" machine screws

(Typical)
Steel Enameled Sign Details (Type "D" Hanging Sign)

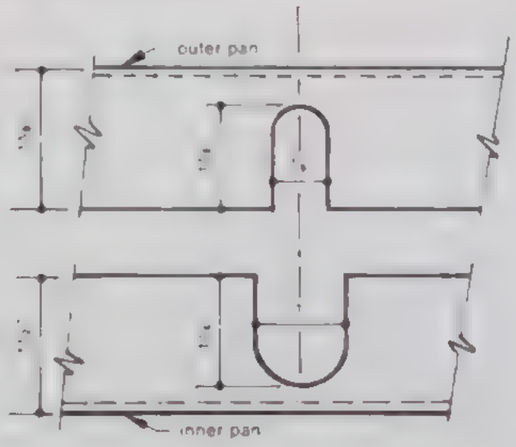
Elevation



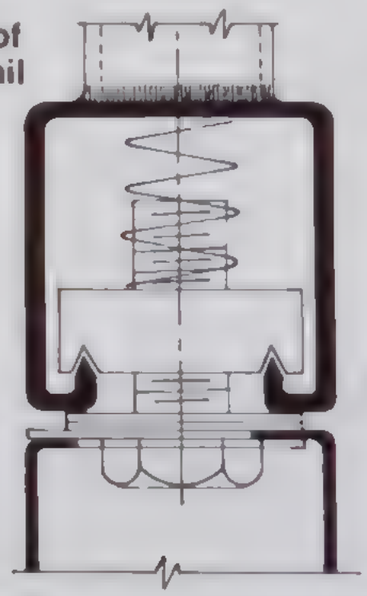
Section



Detail of Bolt Slots at top of Pans



Detail of Headrail



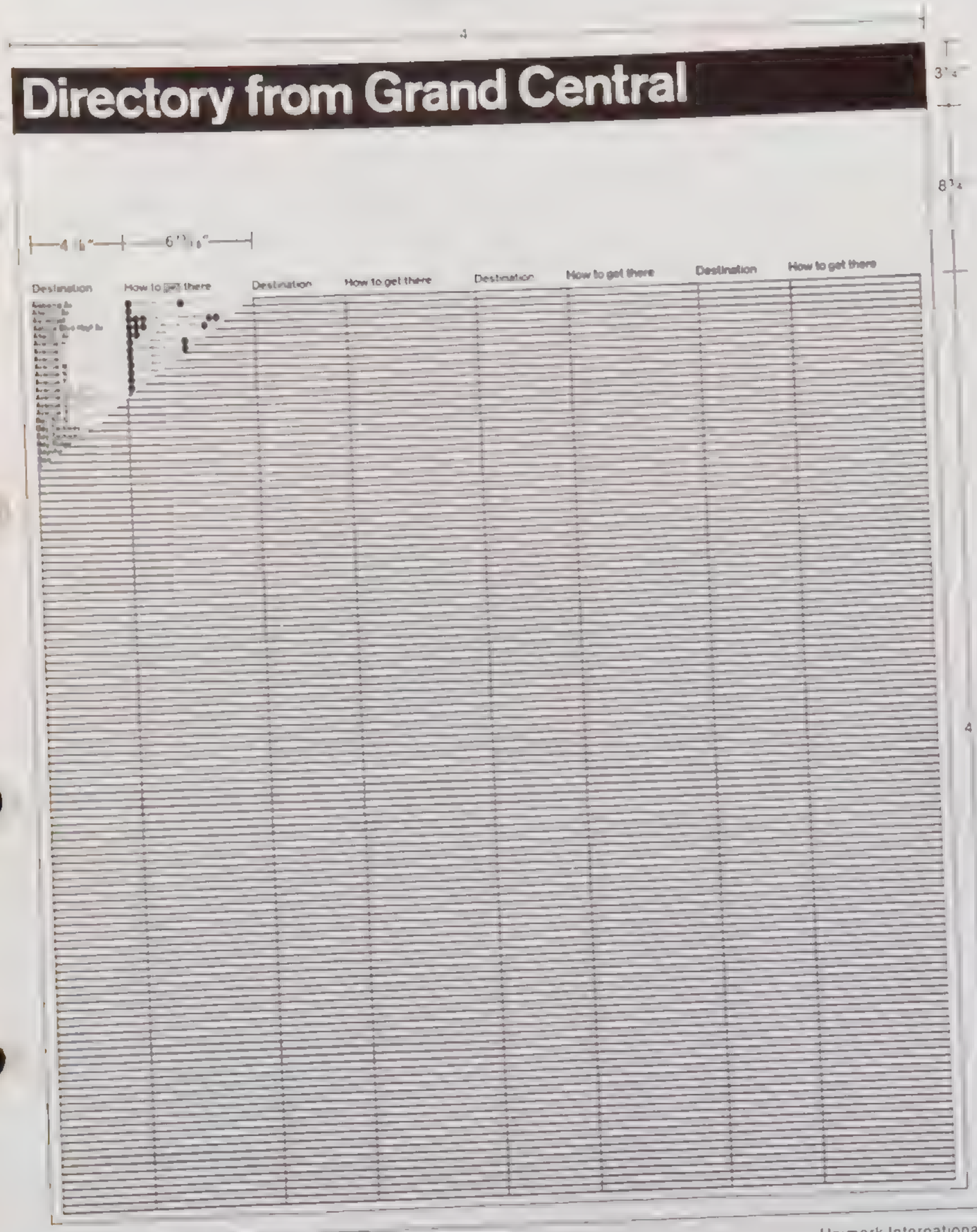
note: where headroom is insufficient for use of hangers, mount headrail directly to ceiling

The

New

The Directory is designed to help a passenger find his "Destination" and "How to get there" quickly and easily. Each station will have its own directory listing all other stations alphabetically and numerically. Each station name will be followed by the color disc designating the trains that stop there. If there is no direct train, transfer information will follow the station name. This directory will be placed at all important points in the subway station both inside and outside the turnstiles

The following illustrations show the entire directory, with a grid, and an example of a section of it:



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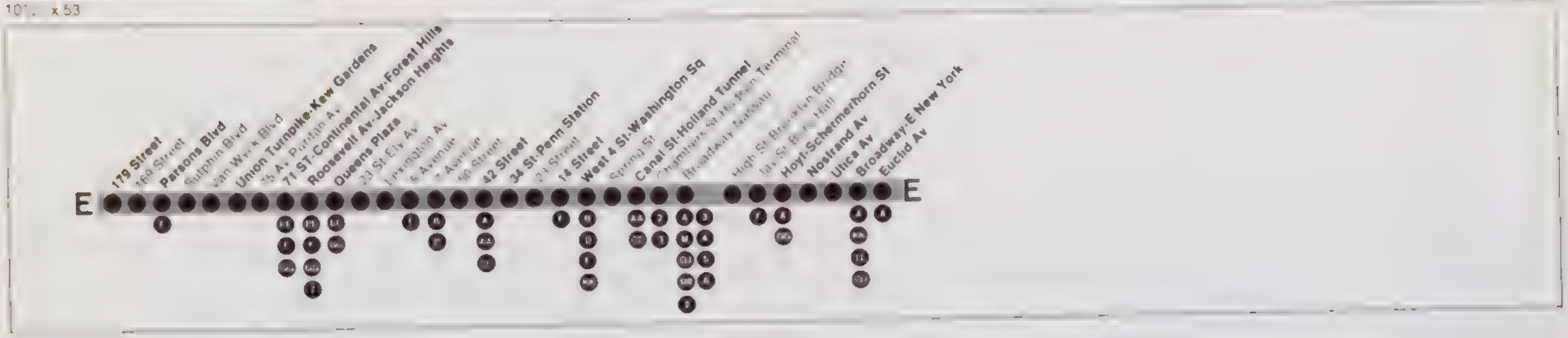
Top illustration is a typical side destination sign on the outside of the train. Bottom illustration is a typical line map inside the train.

The Outside Identification Sign
The traveler standing on the platform will view the line identification (E in white on colored background) and the names of the terminal stations at each end of the line in white on a black background. This is an insert on the side of the train facing the traveler on the platform. For the production of the terminal names use 4¼" type, see pages 152-167. This type must be reduced proportionally to the [illegible] signs. See dimensions on illustration below.

The Inside Line Map
The passenger in the train will view a color coded line map on a white background (the color is indicated below in grey). Discs and train letters are black. This map informs him about the line, the terminal stations, the transfer points and transfer lines. For better distinction between type showing express stops and local stops we have chosen 48 pt. Standard medium and light. Dimensions and specifications are shown in examples below.

Colors and Production
The line strip and the line identification discs are color coded, see and match color swatches on pages 46-54.
For reproduction of the discs use pages 38-44.

101 x 53



Miscellaneous Signs 1
Example signage on turnstiles

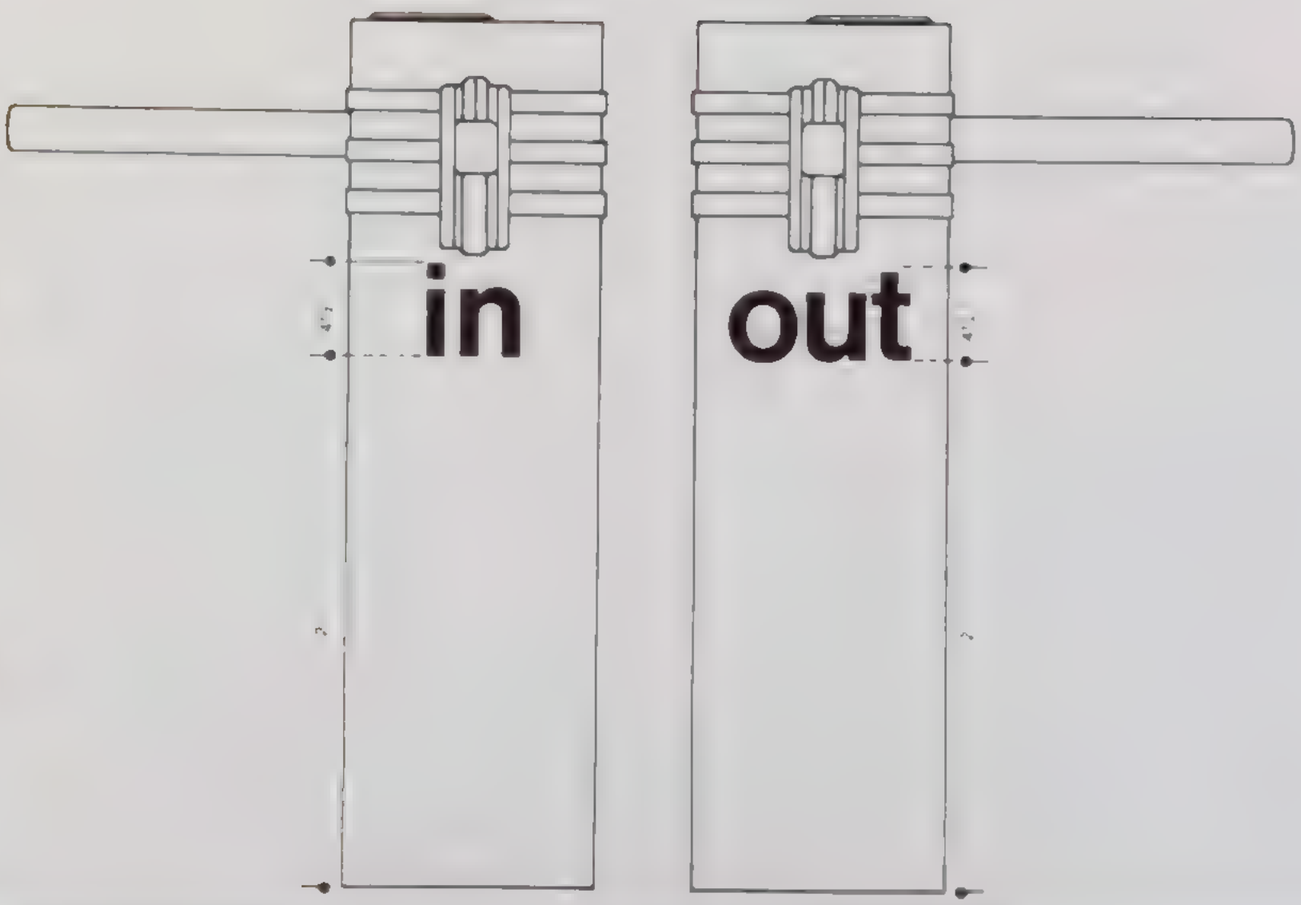
There are various types of turnstile colors used in the present subway system. The illustrations depict typical situations

Turnstile Type I is an example where the message is silkscreened* in black on a light shade background and centered on the width of the turnstile

When the color of the turnstile is dark (Type II) silkscreen* the message in white centered on the width

The message is always in lower case (Use the alphabet of 4" cap height pages 152 167

*Use epoxy paint



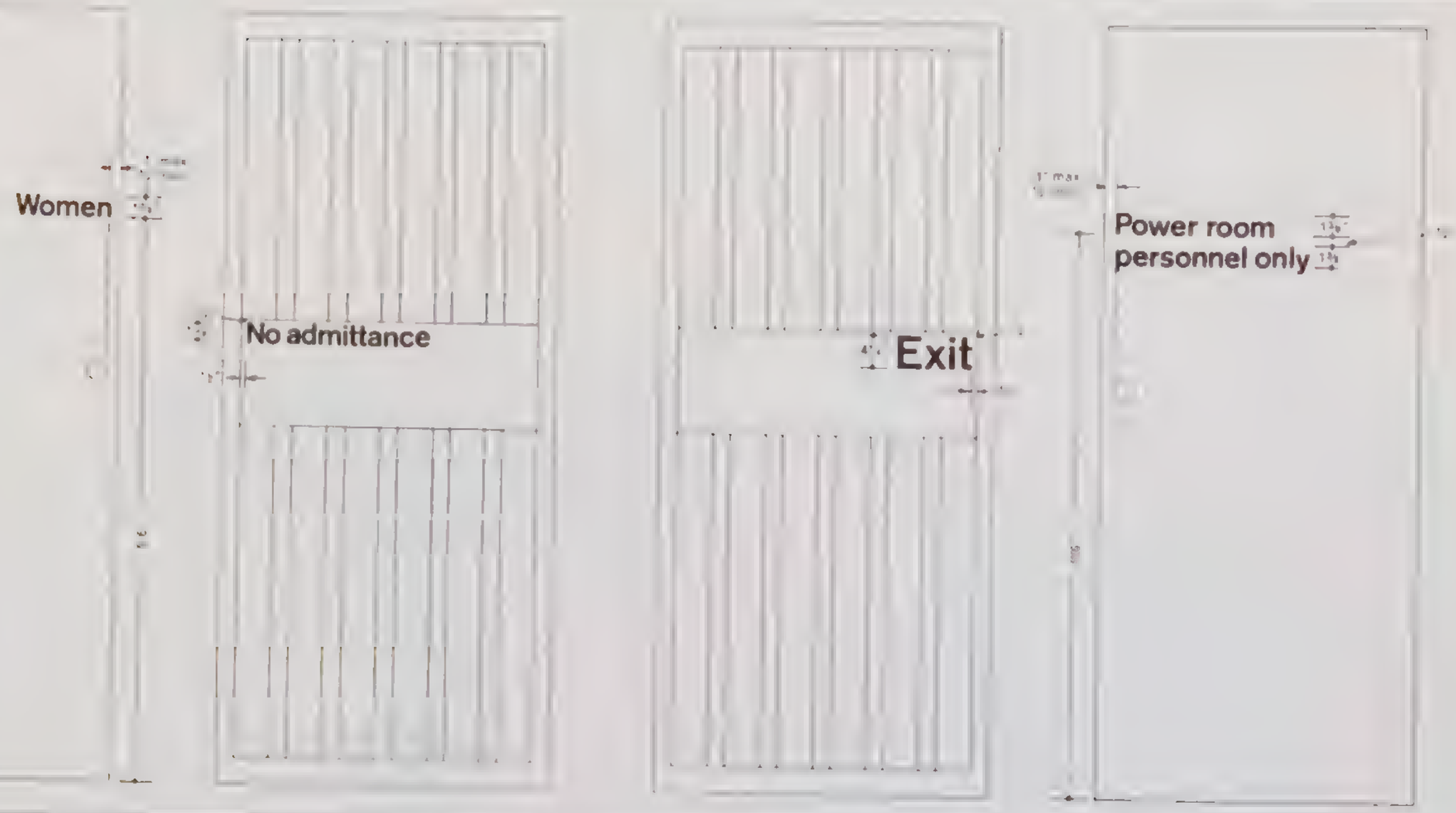
Miscellaneous Signs 2
Examples of signage on doors

There are various types of construction materials, colors and messages used for doors in the subway system. The illustrations show typical situations.

Type I:
Normal door for which various materials are used.
Type size: upper case X 1¾
Position: see size indications below
Method of applying the message: silkscreen process or transparent decal.
Color of type: white or black depending on the color of the background.

Type II:
Exit door with stainless steel bars showing different information on each side.
Type size: upper case X 4¼
Position: 'Exit' is on the right or left-hand side where one pushes the door to open it
Method of applying the message: silkscreen process or depressed lettering filled with epoxy paint.
Color of type: red

Type III:
Do not enter doors: porcelain enamel
Type size: upper case X 1¾
Position: see size indications below
Method of applying the message: porcelain enamel process
Color of type: red
(See sample color swatch page 48)



[illegible] the behavior or action of the passenger.
To emphasize their own visual character, they will be the only informational signs of 1' x 1' dimension. The type will be red on a white [illegible] 48 and 1⅛" in size.

Clerk not
required to
accept bills
over 5
dollars

No littering
No smoking
No spitting

Do not lean
over the edge
of platform
enter upon
or cross
tracks

Clerk not
required to
accept bills
over 5
dollars

No littering
No smoking
No spitting

Do not lean
over the edge
of platform
enter upon
or cross
tracks

Temporary Signs

The nature of the temporary sign requires that it be easy to produce, place and remove

To incorporate the temporary sign into the overall standards the following applies
a) consistent type size: 1⅛"-4¼"-9"
b) consistent type face: Standard Medium
c) use of modular system: 1-2-4-6 or 8 feet
d) consistent use of spacing and leading rules as specified on pages 5-10

How to produce a Temporary Sign

Use vinyl self-adhesive letters, prealigned and prespaced. Determine the size of type and module according to the importance and/or length of the message. Use the spacing and leading rules as specified on pages 5-10.
Apply the self-adhesive type, remove protective backing, and apply pressure using the plastic blade in order to transfer letter to surface.

This method is economical for a limited number of temporary signs. When a larger number of the same temporary message has to be produced we recommend the silkscreen process.

The content of the message, the size and the position of the sign determines the support and the material on which the message is silk-screened. (Plywood, paper, aluminum, etc., or self adhesive transparent materials)

The temporary message should be black on a white background. When transparent material is used: white lettering for dark surfaces and black for lighter backgrounds.
For the preparation of art work use the method specified before.

For sizes, follow the modular system described on pages 5-10 and 61-62

Temporary signs should be removed as soon as the message is obsolete. Discretion should be used in placement of all temporary signs so as not to compete or interfere with permanent graphics.

Street-Level Signage
Station Type 1

The illustration shows an early type of station design where signage originally apeared on outside railings as well as on the back and front of the panel at the entrance.
To integrate this type of station into the system:
1. The side railings will now carry the identification sign 'Subway,' plus the arrow indicating the immediate entrance.
2. Station and line identification will be represented on the panel facing the passenger as he enters the station. It will also appear on the reverse side of the same panel.

Dimensions for Standard Street-Level Signage
The desirable dimensions are:
a) for the 'Subway' sign and station identification, 4¼" type on a 1' x 4' panel, (arrow included)
b) for the arrow, the regular standard size on a 1' x 1' panel; for line identification, the regular standard size(s) on a 1' x 4' panel
It is to be noted that the illustration shows a 1⅛" x 4' black bar at the top of each panel sign. Also a ⅛" black line divides station and line information; it is desirable that this line divides the panel into two equal sections of 1' depth. Where it is necessary to modify these dimensions so as to accommodate the sign to the odd dimensions of the existing frame, both the 4¼" type size and the depth of the black bar must be maintained. Reduction in the size of arrow and disc should only be done photographically.
Color standards are as follows:
a) for the station identification and the arrow, black on a white background
b) for the 'Subway' sign, reverse type, white on grey background (see color swatch)
c) for the discs, line identification coded color on white background (see color swatch).

Note: It is desirable that this new signage replace all existing signage and information

Street-Level Signage
Station Type 2a

The architectural structure of this type of station is basically the same as Type 1
It is important that the desirable dimensions as described on page 82 (station Type 1) are used as the standards However, when existing frames require a modification, the standard dimensions should be reduced in proportion
Reduction of Reproduction should be done by photographic means only

Note: It is desirable that this new signage replace all existing signage and information

Street-Level Signage
Station Type 2

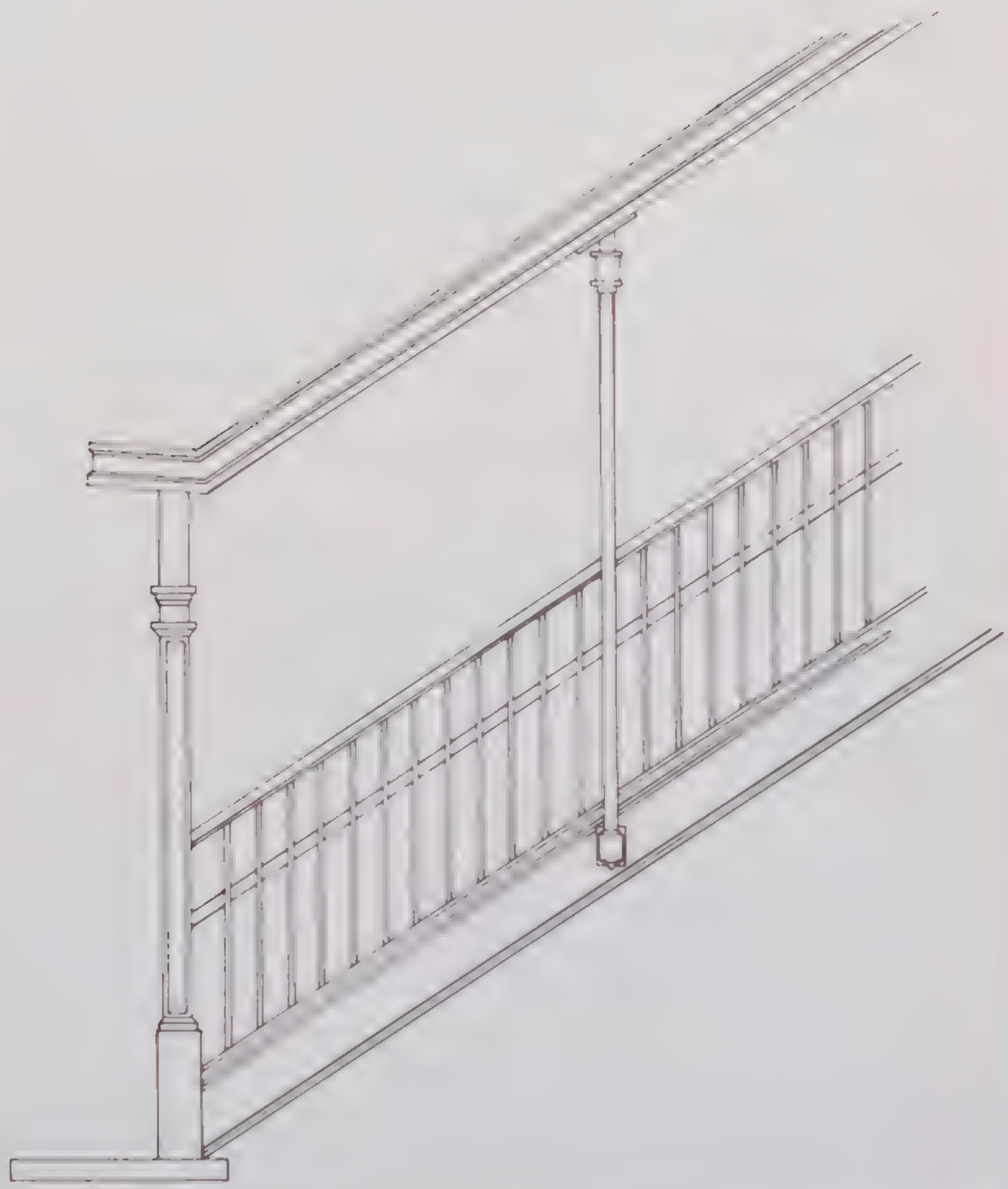
The only basic distinction between this type of station and type 2a is the dimension of the railing sign.
In integrating this station into the standard system, the small depth of the railing sign precludes the use of the black bar. Otherwise the signage standards are as for type 1 and 2a.

Note: It is vital this new signage replace all existing signage and information.

Street-Level Signage
Station Type 3

The illustration shows the typical architectural structure of the basic elevated station.
In integrating this type of station into the standard system, all station and line identification will be represented on a panel at the top of the entrance.
Instructions for dimensions and color standards follow the same principles as described for station type 1.

Note: It is vital that this new signage replace all existing signage and information.



Criteria for 'Exit Only' situations

To prevent a passenger mistaking an exit for an entrance, the signage will appear on the side railings and on both sides of the panel above the exit steps.
The standard dimensions are:
a) for the side railing signage, 4¼" type
b) for the panel above the exit steps, 4¼"
The panel dimensions vary according to existing conditions. Both signs will have the black bar at the top (1⅜" thick)
Color standards are as follows:
a) for the side railing signage, reverse type, white on grey background (see color swatch)
b) for the panel above the exit steps, black lettering on white background

Reproduction material

1) All die cut letters shall conform exactly to letter form specified in all required sizes. Tolerances will be of photographic precision

2) The quality of dies shall be such as to maintain a sharp clean cut of all letter edges All curves shall be continuous. Any imperfections resulting from wear or damage of dies shall require the replacement of the defective dies immediately.

3) If the die cut film has been silk screened the appropriate steps will have been taken to ensure the same clean edge as will unprocessed film.

Type face:	**Standard Medium**
Size	**1⅜" height upper case X**
Use	For informational and small temporary signs
Type face:	**Standard Medium**
Size	**4¼" height upper case X**
Use	For directional signs
Type face:	**Standard Medium**
Size	**9" height upper case X**
Use:	For station identification signs Exit and Transfer signs
Letter spacing	Each letter or number has 2 spacing units on both the left and right side for letter spacing The horizontal and vertical lines establish the correct position of the character or number When adding or subtracting space units as determined by the chart on page 10, the position of the units in relation to the letters shown on the following pages must not change Information concerning the use of the space units can be found on pages 9 and 10.
Reproduction method:	By photographic means only.

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Standard Medium
9" height upper case X
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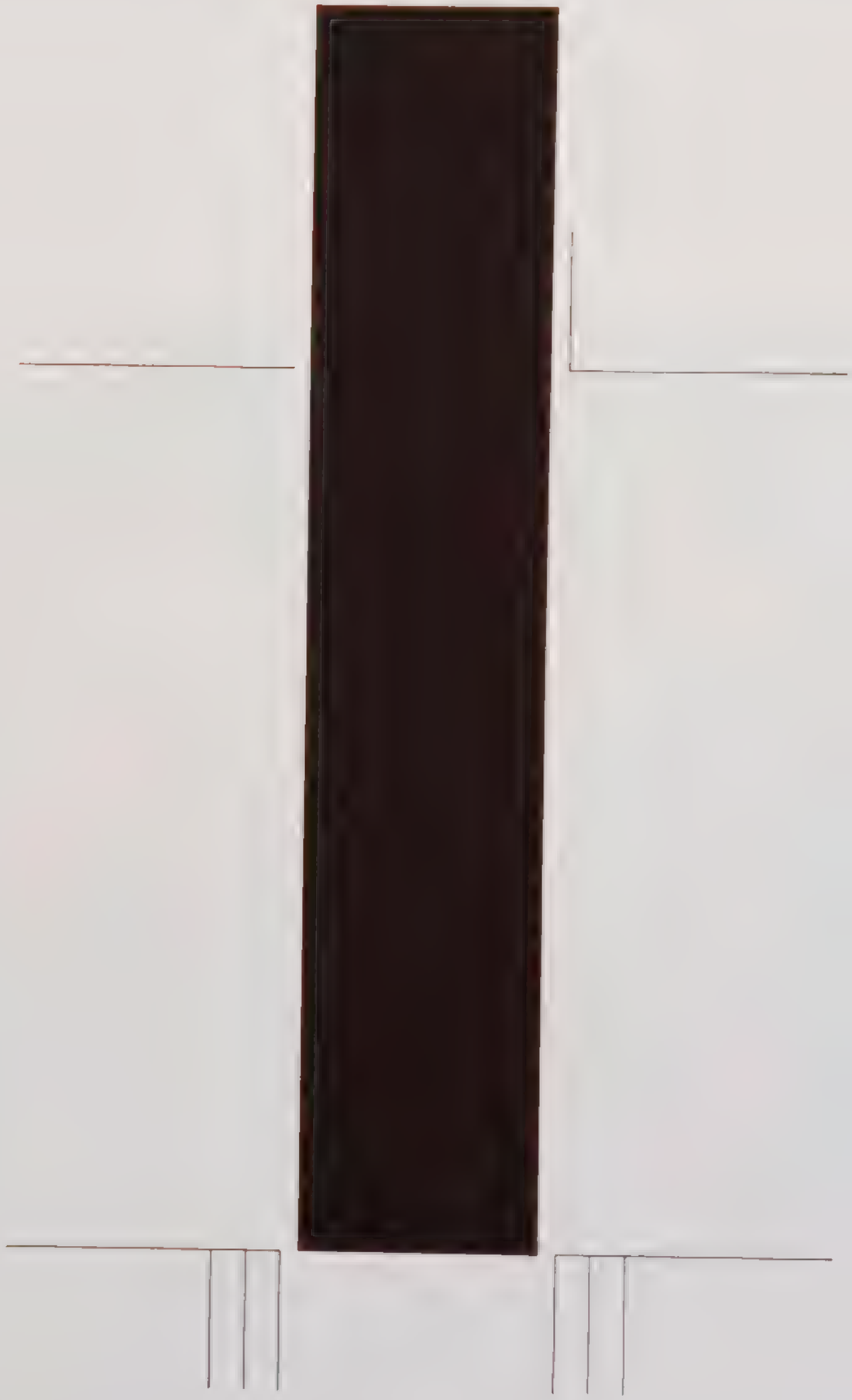

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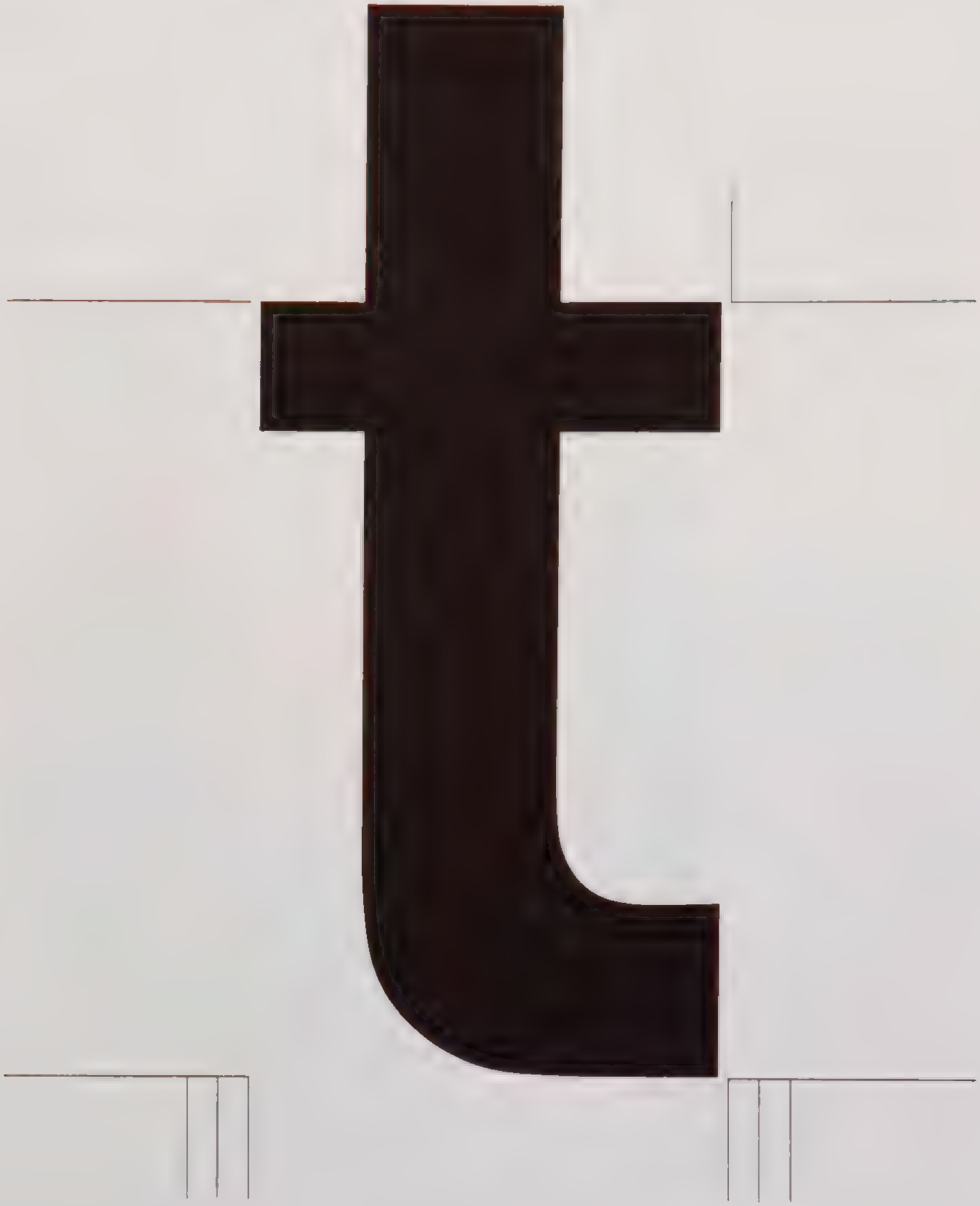

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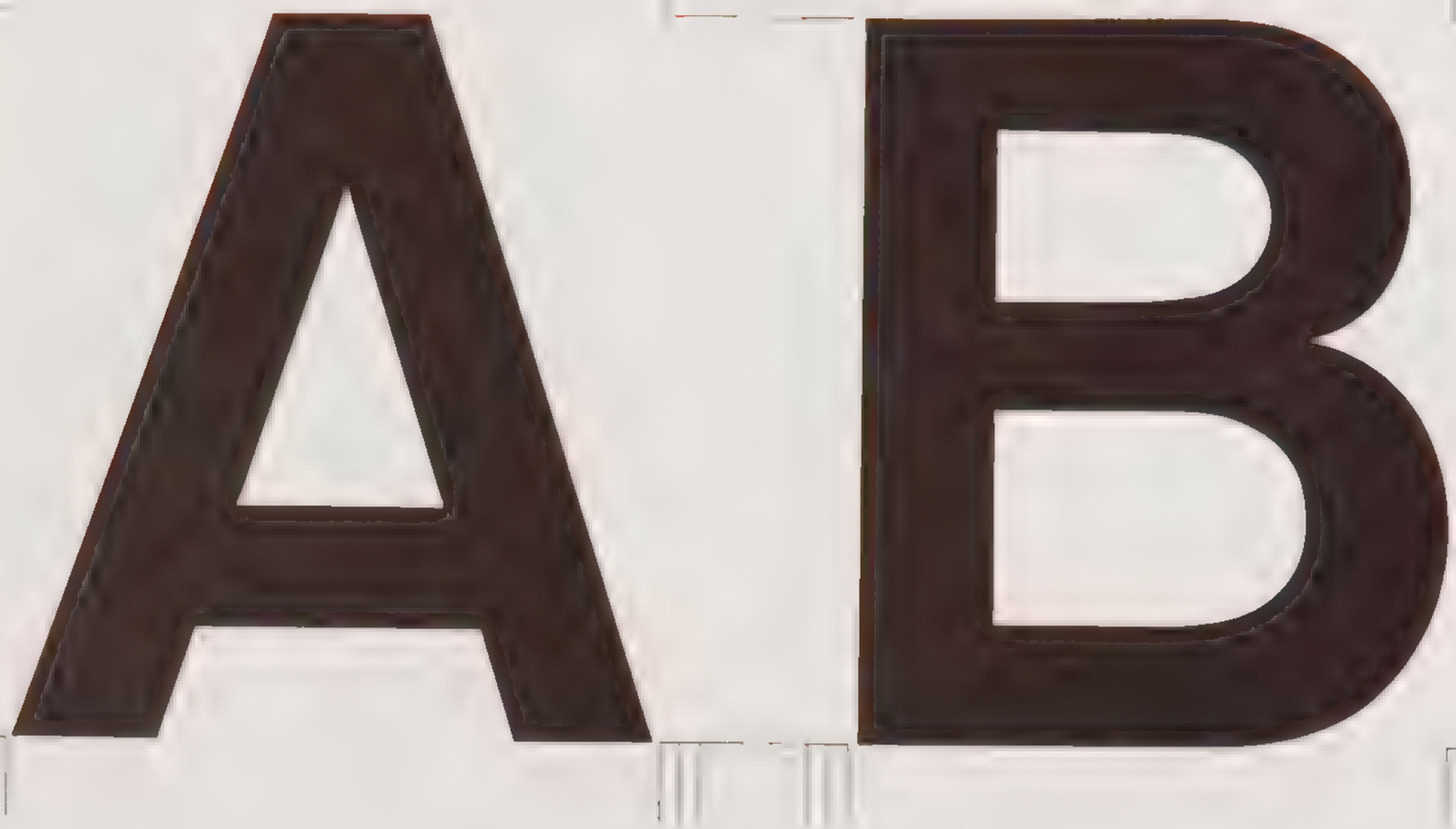

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4¼" height upper case X
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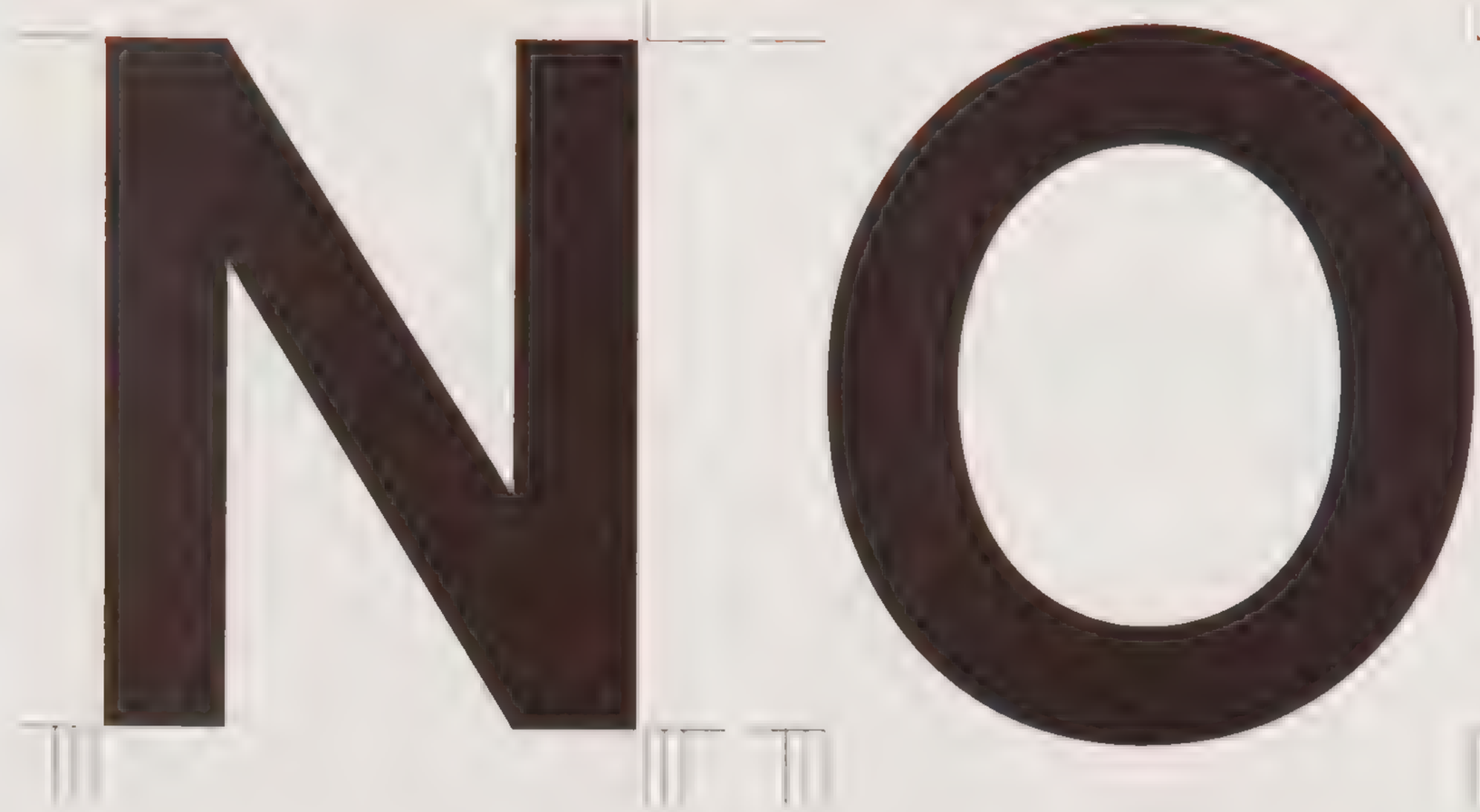
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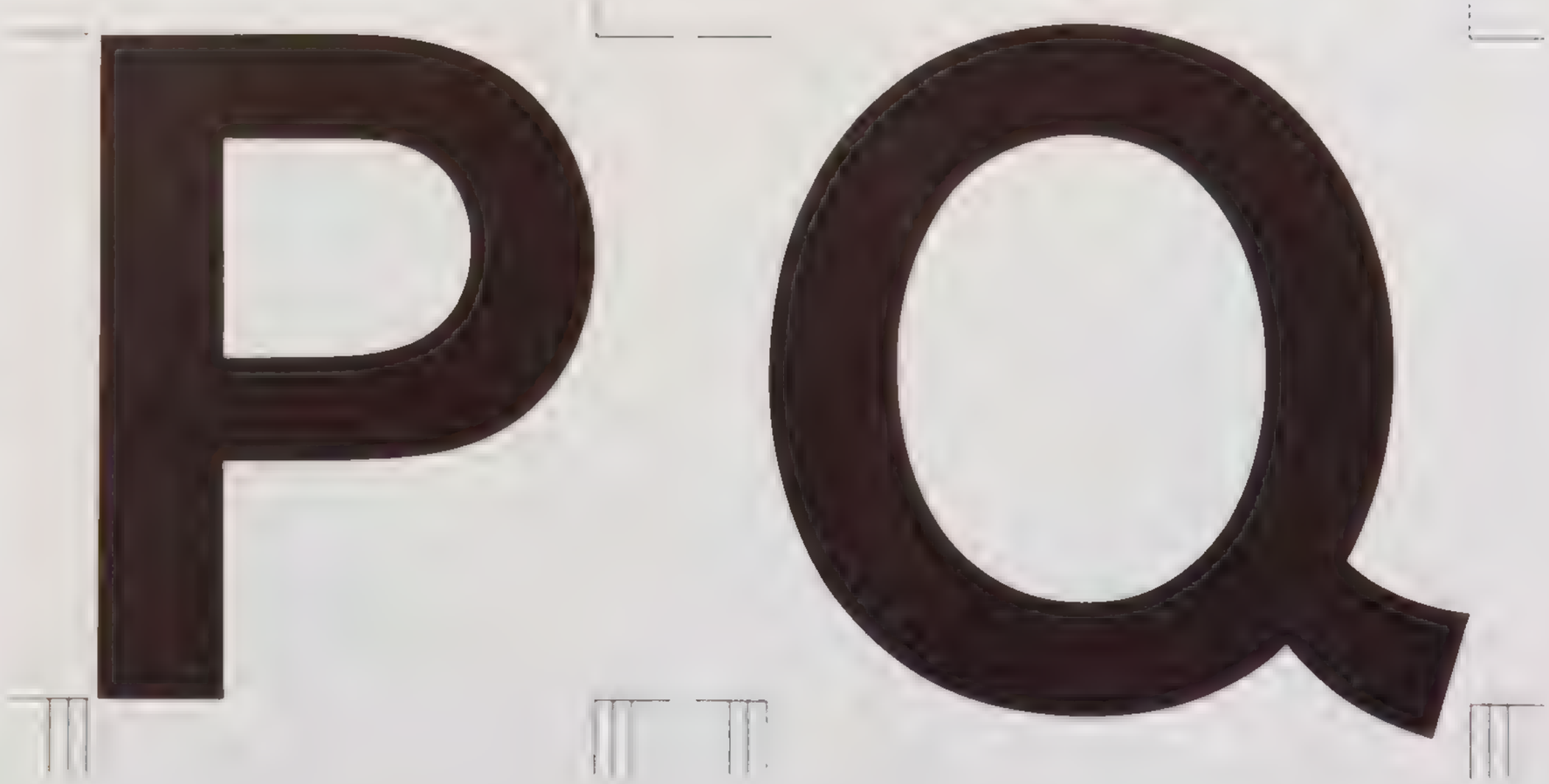
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V W

X Y

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Z!?

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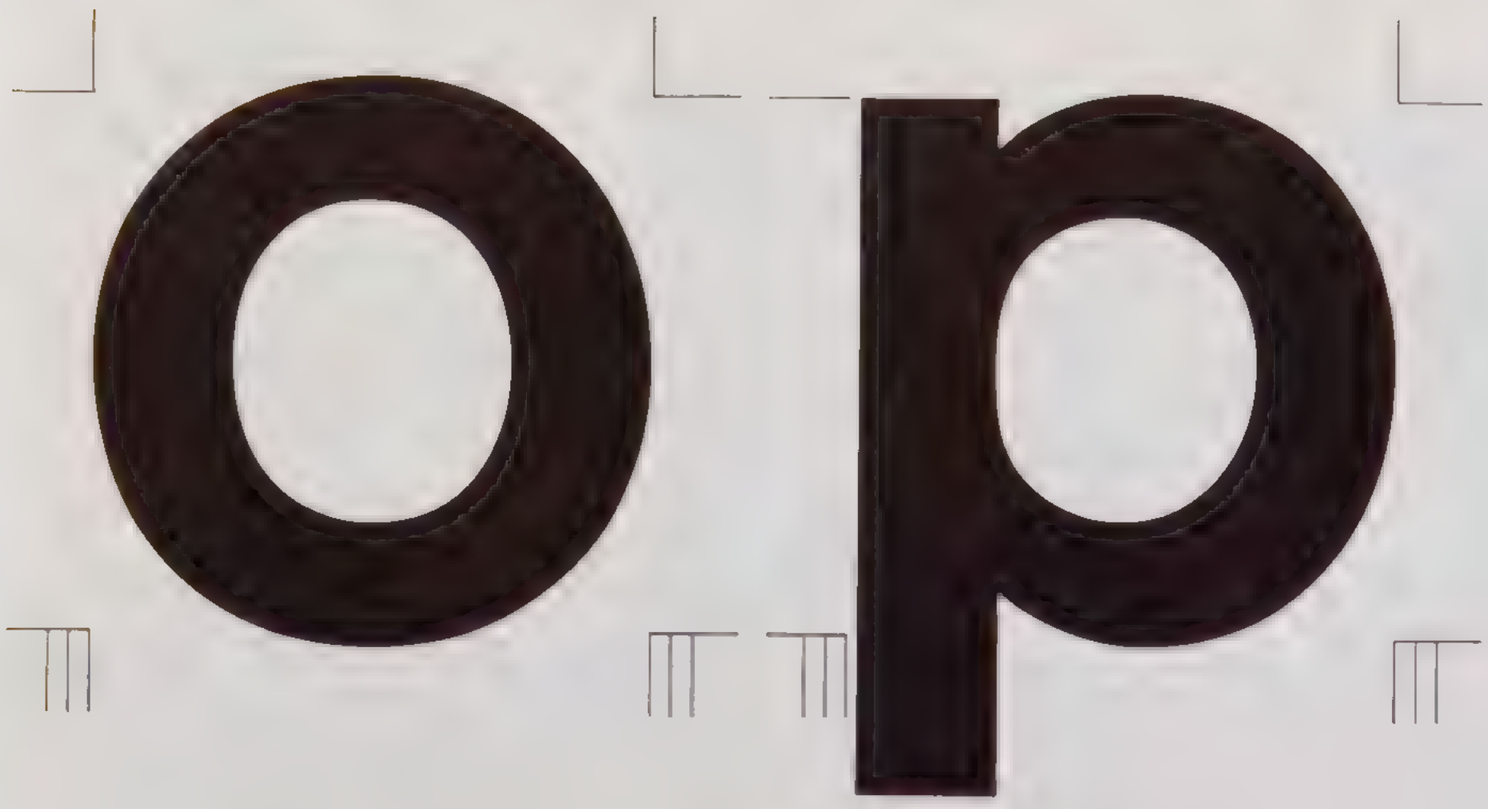

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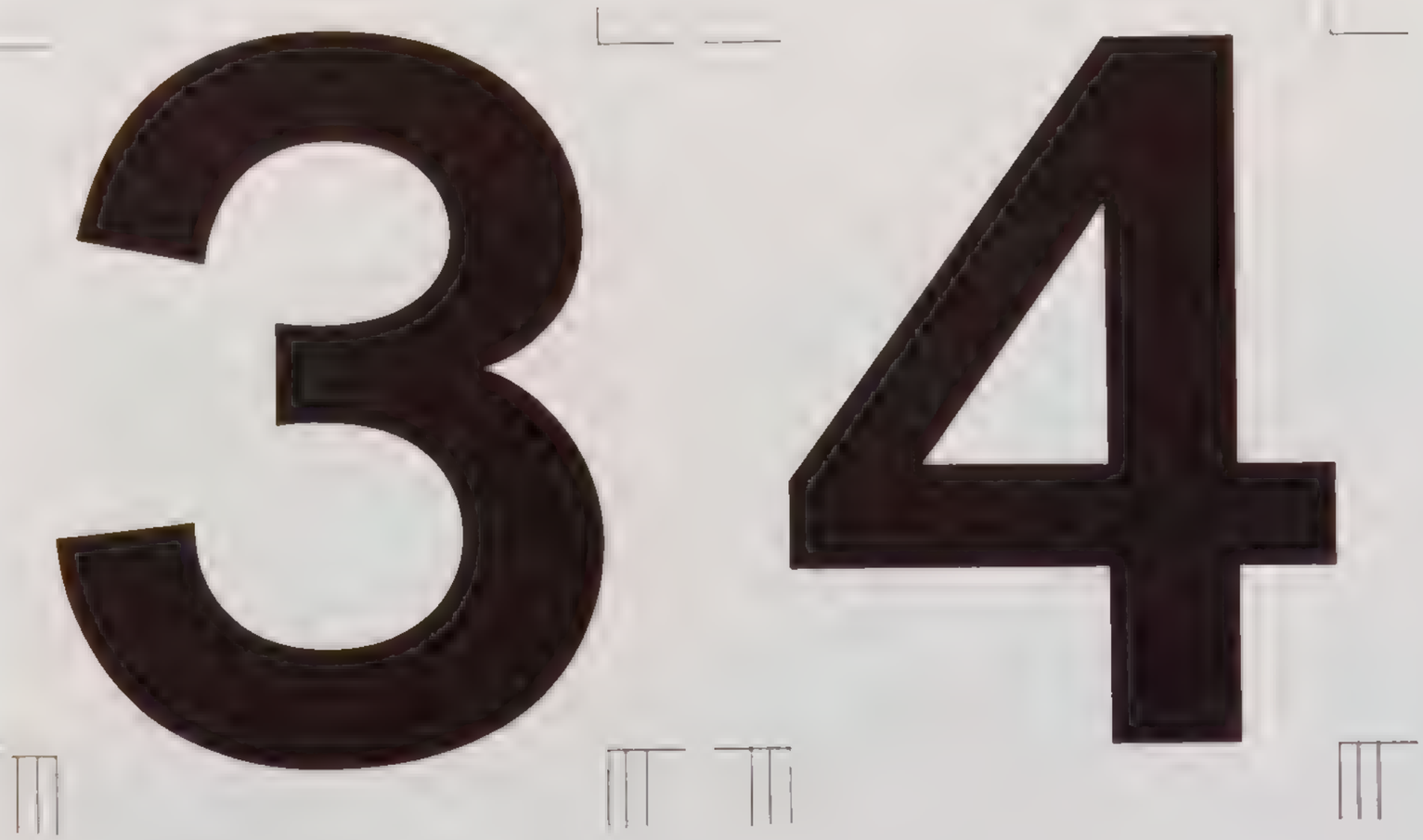

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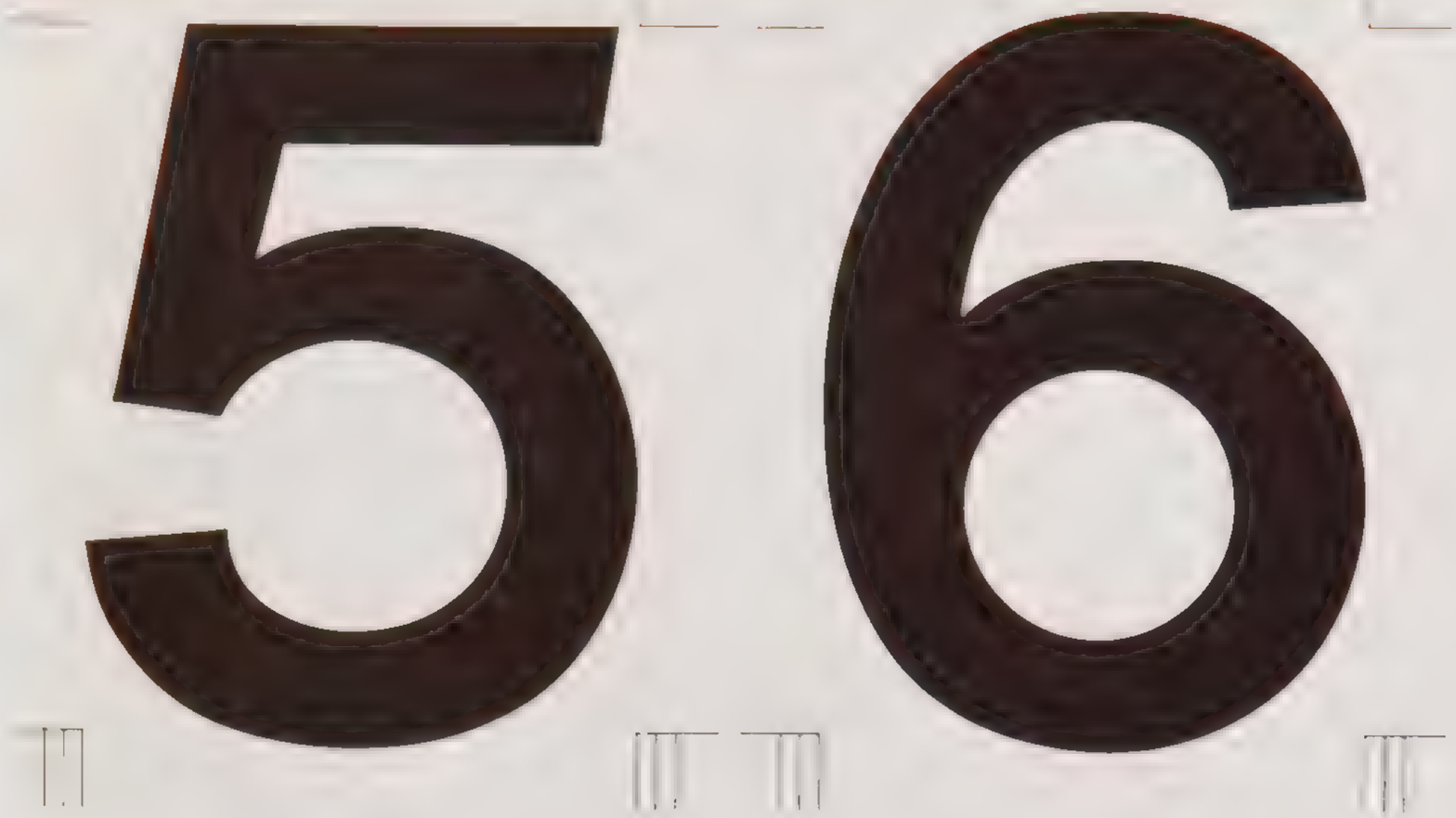

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Standard Medium
4¼" height upper case X
Page 167

Standard Medium
1⅜" height upper case X

Typeface	Standard Medium
Size	1⅜" height of upper case X
Use	For informational and small temporary signs
Letter spacing	Each letter and number has 2 spacing units for letter spacing, one unit on the left and the right side. The horizontal and vertical lines establish the correct position of the letter or number. When adding or subtracting spacing units as determined by the chart on page [illegible], the position of the units in relation to the letters shown on the following pages must not change. Information concerning the use of the spacer units can be found on pages 8 and 10.
Reproduction method	By photographic means only

A B C D E F

G H I J K L M

N O P Q R S

T U V W X Y

Z

Standard Medium
1⅜" height upper case X

Type face: Standard Medium
Size: 1⅜" height uppercase X
[illegible]: [illegible]
[illegible]: [illegible]
Reproduction method: [illegible]

a b c d e f g

h i j k l m n o

p q r s t u v

w x y z

Type face	Standard Medium
Size	1⅜" height uppercase X
Use	For informational and small temporary signs
Letter spacing	Each letter or number has 8 spacing units for letter spacing on both the left and the right side. The horizontal and vertical lines establish the correct position of the character or number. When adding or subtracting space units as determined by the chart on page 10, the position of the units in relation to the letters shown on the following pages must not change. Information concerning the use of the space units can be found on pages 9 and 10
Reproduction method	By photographic means only

1 2 3 4 5 6

7 8 9 0

? & ! : ; ()

$ ¢

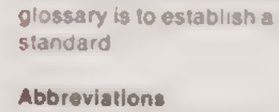
Sign glossary and semantics must be carefully considered as a strict discipline established in order to be consistent throughout the entire signing system. Many different terms have been used in the past, causing confusion and hesitation. It is the policy that the copy writer of sign messages should use positive language, for example: open 10 am—8 pm instead of closed 8 pm—10 am. The purpose of this glossary is to establish a long-range policy and standard

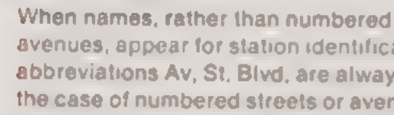
Abbreviations
When names, rather than numbered streets or avenues, appear for station identification abbreviations Av, St, Blvd, are always used. In the case of numbered streets or avenues, no abbreviations are used. However, for train information signs, use the abbreviations Av, St, Blvd. In addition, days of the week are abbreviated: Sun, Mon, Tue, Wed, Thu, Fri, Sat East and West are abbreviated E and W. When other abbreviations are used in the total signing system, it is the policy to conform to the basic rules of the English language. Punctuation should be avoided. It should be used only when necessary to clarify the meaning of the copy. However, when used, it should conform to the standard rules of the English language.

Arrows
Used as first left hand module of all directional signs. The arrow always appears to the left of disc(s) and, or copy to which it refers. See directional signs page 59.

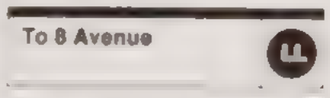
Discs
This is a bullet of the appropriate color with the line letter or number designation in white. Bullets are arranged in alphabetical order, left to right, followed by numbers in numerical order.

Directional Signs
The nature of the system is such that we have two types of directional signs. We have the directional sign that leads the passenger to a certain point, second we have the combination directional—train information. This second category is called the train information sign; it is located on the platform parallel to the track.
1. Directional signs consist of (left to right) arrow(s), directional inscription, disc(s).
Examples:





2. The directional inscription is the extreme left hand module on the train information sign. In boroughs other than Manhattan, the directional sign indicates only 'Manhattan' for service going in that direction. For service in the opposite direction, the terminal is shown.
Examples:
Northbound platforms on the D QJ line in Brooklyn will show 'Manhattan'
Southbound platforms on the D line in the Bronx will show 'Manhattan' (For services, such as GG , which do not go to Manhattan, the borough to which service is heading will be shown).
In Manhattan the sign reads 'Uptown' or 'Downtown' and the Borough of destination other than Manhattan, if any, where appropriate Borough(s) of destination may be omitted 1) if there are two, 2) if service is part-time. Uptown and downtown are not used on crosstown lines
Examples:

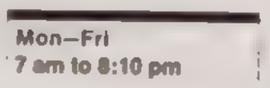


Entrance
'In' is used at controls (turnstiles) to indicate the way to trains.

Exit
'out' is used at controls on two-way turnstiles. 'Exit' is used in all other places to indicate the way out. When the passenger has a choice of two stairways at the exit, the name of the cross street (as opposed to the street in which the line is located) is in the primary or top position.
Examples:

Informational Copy
This is the detailed information about the service(s) operating; it is placed immediately to the right of the appropriate disc(s) on the train information sign.
Example: see page 176.

Mon—Fri
This is used to describe limited service. It is placed before the hours of operation.
Example:



Part-time service (Also see Rush Hours)
When shown on train information sign, it is normally accompanied by travel instructions for the hours when the part-time service is not operating. When part-time service varies according to the day of the week, show a common time, when practicable, by using the latest starting time and the earliest ending time when it will not create a passenger hardship.
Examples use:

Uptown — To E 180 St or Dyre Av
7:40 am to 9:15 pm
Other times take A to 149 St,
Change to E

rather than

Uptown — To E 180 St or Dyre Av
Mon-Fri 6.05 am to 9:50 pm
Sat 6:25 am to 9:15 pm
Sun 7:40 am to 9:30 pm
Other times take A to 149 St,
Change to E

Routing
When two or more services, using various routings, go to the same terminal or locality, the route is shown on the train information sign:
Examples:

via 8 Av
via Queens Blvd
via Brighton
via West End
via Sea Beach
via Broadway Brooklyn
via 7 Av-Broadway
via Av of the Americas
via McDonald Av
via Broadway
via Lexington Av

Rush Hours
Generally, rush-hour services are briefly explained in an extreme righthand module of the train information sign which is headed 'Rush-hour Service(s) Mon-Fri:' (see train information sign for examples). The policy is to avoid showing actual times on the train information sign when not necessary. For example, at 34 St and Avenue of the Americas, the B train runs at all times at the same platform (although not always on the same track) thus precluding the necessity for showing actual times. The result is a reduction in visual clutter. The passenger merely watches both tracks if he is not sure if it is 'rush-hour' or not.

Street Entrance Signs (Elevated Structure)
The sign on the elevated structure will be visible to the passenger at street level when he ascends the stairs. It includes the station name and discs of service. In the event the entrance leads to trains going in only one direction, the same sign will include that information.
Examples: See page 89

Street Entrance Signs (Underground Structure)
These are signs on the railing facing descending passengers, and on the opposite side of this railing. It includes the station name and discs of service. In the event the entrance leads to trains going in only one direction, the same sign will include that information.
Examples:

Sign on side railings have downward pointing arrow and 'Subway'.
Examples:

See pages 86-88.

Train Information Sign
This is mounted parallel to track, facing passengers on platform. Normally, these are divided into three basic sections (each one on a separate module so that changes can be made readily) which are, left to right:

1. Directional Inscription.
Normally one for all services on one track
2. Disc(s)
3. Informational copy follows the disc(s) it applies to
When rush-hour service is described, it is done on an extremely righthand module headed 'Rush-hour service(s) Mon-Fri:'. Wherever possible, two or more bullets will be placed one next to the other; this is done when informational copy is identical for those services.
Examples:

At platforms which service only one track the train information sign is mounted where possible so as to be visible to intending passengers who are outside the controls. However, in the case where the architecture of the station is such that there are only one or two entrances, additional signs are necessary. Generally, a minimum of three signs is required at each track at every platform.

At island platforms the train information signs are mounted, so that passengers disembarking from the train will readily be able to see the sign on the opposite track.
Note: The train information sign shows current service. It is not used to emphasize changes in service.

Transfer Sign
The word 'transfer' is the symbol which is visible to passengers disembarking from trains at transfer stations. The transfer sign consists of the arrow, the word transfer and the disc(s) of the service(s) to which the passenger may transfer. It is positioned at right angles to the tracks.
Examples:

Transfer signs direct passengers to the point at which they leave the platform. From that point to the platform where the desired service operates, passengers are guided by directional signs. The transfer sign is normally used at all stations where a platform change is required. It is not used when a change of trains is made at the same platform.

1 Avenue
2 Avenue
3 Avenue
4 Avenue
5 Avenue
6 Avenue
7 Avenue
8 Avenue
8 Street
9 Avenue
9 Street
13 Avenue
14 Street
14 St—Union Sq
15 St—Prospect Park
18 Avenue
18 Street
20 Avenue
22 Av—Bay Parkway
23 Street
23 St—Ely Av
25 Avenue
25 Street
28 Street
30 Av—Grand Av
33 Street
33 St—Rawson St
34 Street
34 St—Penn Station
36 Avenue
36 Street
39 Avenue
40 St—Lowery St
42 Street
45 Road
45 Street
46 Street
46 St—Bliss St
47 St—50 St.—Rockefeller Center
49 Street
50 Street
51 Street
52 St—Lincoln Av
53 Street
55 Street
57 Street
59 Street
59 St—Columbus Circle
61 St—Woodside
62 Street
63 Drive
65 Street
66 Street
67 Avenue
68 St—Hunter College
69 St—Fisk Av
71 Street
71 St—Continental Av—Forest Hills
72 Street
74 St—Broadway
75 Av—Puritan Ave
77 Street
79 Street
80 St—Hudson St
81 St—Museum of Natural History
82 St—Jackson Heights
86 Street
88 St—Boyd Av
90 St—Elmhurst Av
95 Street
96 Street
102 Street
103 Street
103 St—Corona Plaza
104 St—Oxford Av
110 Street
110 St—Cathedral Parkway
111 Street
111 St—Greenwood Av
116 Street
116 St—Columbia University
121 Street
125 Street
135 Street
137 St—City College
138 St—Grand Concourse
145 Street
149 Street
149 St—Grand Concourse
155 Street
155 St—8 Av
156 Street
157 Street
160 Street
161 Street
163 St—Amsterdam Av
166 Street
167 Street
168 Street
169 Street
170 Street
174 Street
174 St—175 St
175 Street
176 Street
177 St—E Tremont Av
177 St—Parkchester
179 Street
180 Street
181 Street
182 St—183 St
183 Street
190 Street
191 Street
204 Street
205 Street
207 Street
215 Street
219 Street
225 Street
231 Street
233 Street
238 Street
241 Street
242 Street (see Van Cortlandt Park)

Nomenclature for station identification
Alphabetical listing of stations

Alabama Av
Allerton Av
Aqueduct
Astor Pl
Astoria Blvd–Hoyt Av
Atlantic Av
Avenue H
Avenue I
Avenue J
Avenue M
Avenue N
Avenue P
Avenue U
Avenue X
Bay 50 St
Bay Parkway
Bay Ridge Av
Baychester Av
Beach 25 St–Wavecrest
Beach 36 St–Edgemere
Beach 44 St–Frank Av
Beach 60 St–Straiton Av
Beach 67 St–Gaston Av
Beach 90 St–Holland
Beach 98 St–Playland
Beach 105 St–Seaside
Bedford Av
Bedford–Nostrand Av
Bedford Park Blvd
Bedford Park Blvd–200 St
Bergen St
Beverley Rd
Bleecker St
Borough Hall
Botanic Garden
Bowery
Bowling Green
Brighton Beach
Broad Channel
Broad St
Broadway
Broadway–E New York
Broadway–Nassau
Bronx Park E
Brook Av
Brooklyn Bridge–Worth St
Buhre Av
Burke Av
Burnside Av–New York University
Bushwick Av–Aberdeen St
Canal St
Canal St–Holland Tunnel
Carroll St
Castle Hill Av
Central Av
Chambers St
Chambers St–Hudson Terminal
Chauncey St
Christopher St–Sheridan Sq
Church Av
City Hall
Claremont Parkway
Clark St–Brooklyn Heights
Classon Av
Cleveland St
Clinton–Washington Av
Coney Island–Stillwell Av
Cortelyou Rd
Cortland St
Court Sq
Court St
Crescent St
Cypress Av
Cypress Hills
Dean St
De Kalb Av
Delancey St
Ditmars Blvd
Ditmas Av
Dyckman St
Dyckman–200 St
Dyre Av
East 105 St
East 149 St
East 180 St
East Broadway
E Tremont Av–Boston Rd
Eastern Parkway–Broadway Junction
Eastern Parkway–Brooklyn Museum
Elder Av
Elderts Lane
Elmhurst Av
Essex St
Euclid Av
Far Rockaway
Flatbush Av
Flushing Av
Fordham Rd
Forest Av
Forest Parkway
Fort Hamilton Parkway
Franklin Av
Franklin St
Freeman St
Fresh Pond Rd
Fulton St
Gates Av
Graham Av
Grand Army Plaza–Prospect Park
Grand Av–Newtown
Grand Central–42 St
Grand St
Grant Av
Greenpoint Av
Gun Hill Rd
Gun Hill Rd–210 St
Halsey St
Hewes St
High St-Brooklyn Bridge
Houston St
Howard Beach
Hoyt St
Hoyt–Schermerhorn St
Hunters Point Av
Hunts Point Av
Intervale Av–163 St
Jackson Av
Jay St–Boro Hall
Jefferson St
Junction Blvd
Junius St
Kings Highway
Kingsbridge Rd
Kingston Av
Kingston–Throop Av
Knickerbocker Av
Kosciusko St
Lafayette Ave
Lawrence St
Lefferts Blvd
Lenox Terminal–148 St.
Lexington Av
Liberty Av
Livonia Av
Longwood Av
Lorimer St
Main St
Marcy Av
Metropolitan Av
Metropolitan Av–Grand St
Middletown Rd
Montrose Av
Morgan Av
Morris Park
Morrison Av–Sound View Av
Mosholu Parkway
Mt Eden Av
Myrtle Av–Broadway
Myrtle–Willoughby Av
Myrtle Av–Wyckoff Av
Nassau Av
Neck Rd
Neptune Av–Van Sicklen
Nereid Av–238 St
Nevins St
New Lots
New Lots Av
Newkirk Av
New Utrecht Av
Northern Blvd
Norwood Av
Nostrand Av
Ocean Parkway
Pacific St
Park Place
Parkside Av
Parsons Blvd
Pelham Bay Park
Pelham Parkway
Penn Station–34 St
Pennsylvania Av
President St
Prince St
Prospect Av
Prospect Park
Queens Blvd
Queens Plaza
Queensboro Plaza
Ralph Av
Rector St
Rockaway Av
Rockaway Blvd
Rockaway Park
Rockaway Parkway
Roosevelt Av–Jackson Heights
St. Lawrence Av
St Mary's St–E 143 St
Saratoga Av
Seneca Av
Sheepshead Bay
Shepherd Av
Simpson St
Smith–9 St
South Ferry
Spring St
Steinway St
Sterling St
Sutphin Blvd
Sutter Av
Sutter Av–Rutland Rd
Times Square–42 St
Tremont Av
Union Sq
Union St
Union Turnpike–Kew Gardens
Utica Av
Van Alst–21 St
Van Cortland Park–Manhattan College–242 St
Van Siclen Av
Van Wyck Blvd
Vernon–Jackson Av
Wall St
West 4 St–Washington Sq
West 8 St
Westchester Square–E Tremont Av
Whitehall St
Whitlock Av
Willets Point–Shea Stadium
Willoughby St
Wilson Av
Winthrop St
Woodhaven Blvd
Woodhaven Blvd
Woodlawn
York St
Zerega Av